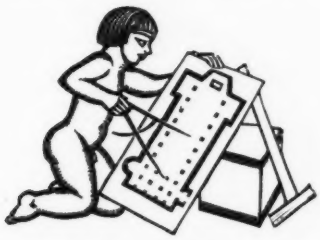
THE

ARCHITECTS'



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.

*

THE ANNUAL SUBSCRIPTION RATES ARE AS FOLLOWS:
BY POST IN THE UNITED KINGDOM.... £1 3 10
BY POST TO CANADA..... £1 3 10
BY POST ELSEWHERE ABROAD..... £1 8 6
SUBSCRIPTIONS MAY BE BOOKED AT ALL NEWSAGENTS

*

SINGLE COPIES, SIXPENCE; POST FREE, SEVENPENCE. SPECIAL NUMBERS ARE INCLUDED IN SUBSCRIPTION; SINGLE COPIES, ONE SHILLING; POST FREE, 1S. 2D. BACK NUMBERS MORE THAN THREE MONTHS OLD (WHEN AVAILABLE), ADD 1S. 6D. TO ABOVE PRICES

*

SUBSCRIBERS CAN HAVE THEIR VOLUMES BOUND COMPLETE WITH INDEX, IN CLOTH CASES, AT A COST OF 10S. EACH. CARRIAGE IS EXTRA. A USEFUL BINDER, ALLOWING THE COPIES TO OPEN FLAT FOR READING, COSTS 4S. 6D. POST FREE

*

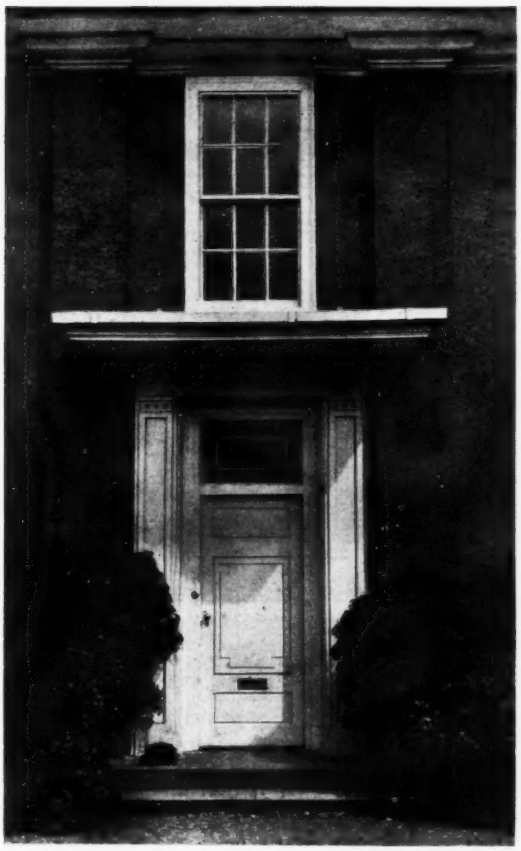
9 Queen Anne's Gate, Westminster, London, S.W.1
TELEPHONE: VICTORIA 6936 (OWN EXCHANGE)
TELEGRAPHIC ADDRESS: BUILDABLE, PARL., LONDON

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, December 21, 1927. NUMBER 1718: VOLUME 66

PRINCIPAL CONTENTS



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

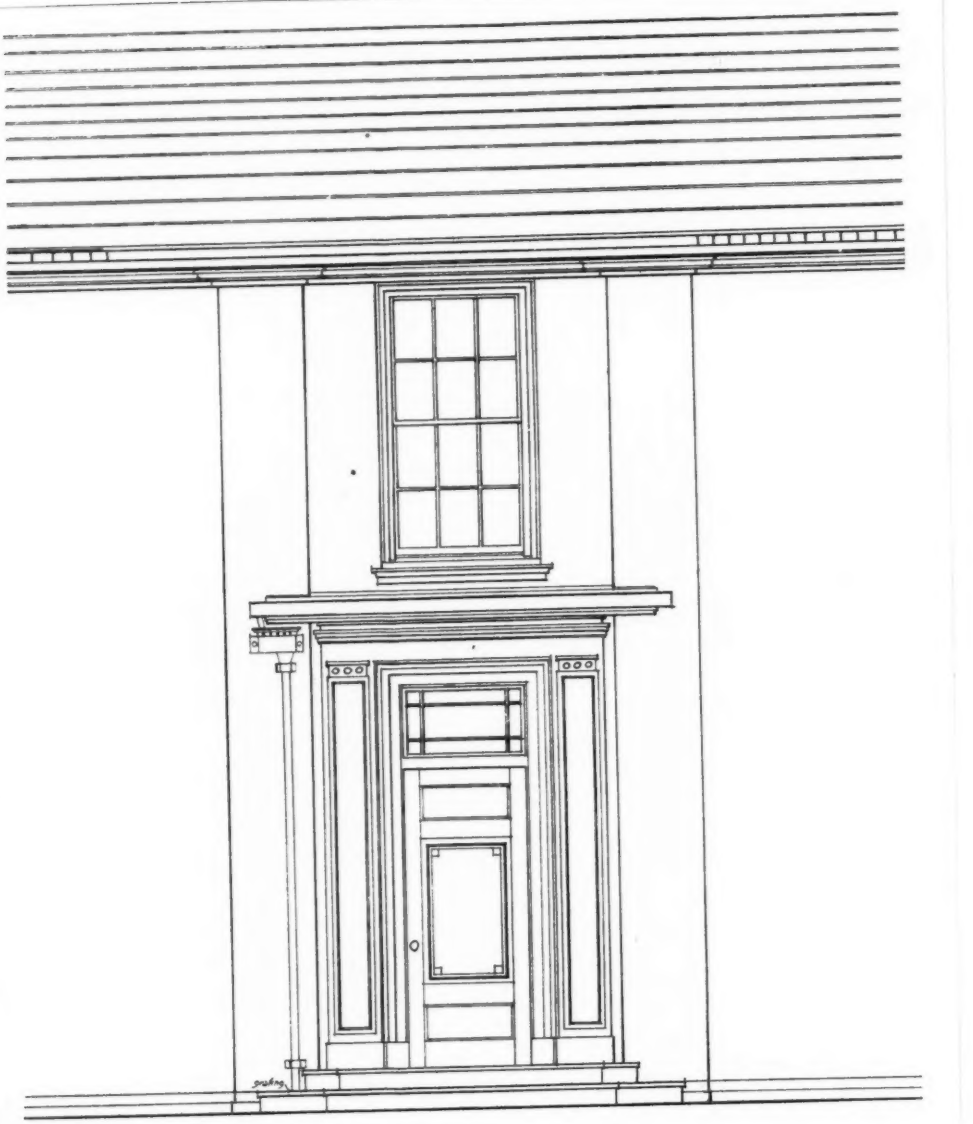
FRONT DOOR TO HOUSE
AT LYME REGIS.

[*BY T. H. LYON*]

THE WEEK'S DETAIL

[BY T. H. LYON]

The house, the front door of which is illustrated above, was erected at Lyme Regis for Mr. H. Ellis. It stands on very high ground, and the view over the sea is magnificent. The external walls are finished with a very fine roughcast, and the roof is covered with Delabole grey slates. The surround to the entrance doorway is in wood painted white. The two slightly-projecting pilasters frame the doorway and the windows over, thus bringing them into relation one with another and also keeping the vertical treatment, which is conspicuous in the general design of the house. The steps to the doorway are in Kenton stone. Messrs. Alexander Poole & Co., of Chard, were the contractors, and the contract amount for this house was £1,756.



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

THE ARCHITECTS' JOURNAL

Wednesday, December 21, 1927

EXPLOITING THE COUNTRYSIDE

The daily Press has published this month some details of the public protests of residents at Peacehaven who objected to paying comparatively high rates so long as they suffered from no roads, no refuse collection, practically no public lighting, and no drainage, except cesspits. Their case is an example of the difficulties that inevitably arise when land development is not carefully carried out in every detail, and illustrates the difference between what may be called indiscriminate development and controlled building. Even more striking examples than Peacehaven of this necessity to control development may be found in the contrast between Welwyn Garden City and the post-war Paris suburbs. In the Hertfordshire town, owing to the special gifts of the chairman, Sir Theodore Chambers, the capacity for detailed administration of Mr. C. B. Purdon, and the genius of Mr. Louis de Soissons, developments have been carefully thought out. The provision of roads, water, electric light, and drainage has been admittedly a heavy drain upon the capital resources of the Garden City, and, indeed, if it had not been for the finance provided through the Public Works Loan Board possibly the initial obstacles of creating a new township would not have been overcome. Some of those intimately connected with Welwyn declare that it will be out of the question to establish another garden city without support from public funds. However this may be, Welwyn is an example of wise foresight that enables the residents to dwell amid surroundings of beauty, and yet provided with all the essential services of modern civilization.

As a contrast, consider suburban building around Paris during the past seven years. All travellers between Amiens and Paris will remember that for several miles the railway line passes between hundreds of miserable shacks. Even from the train it is possible to note that the so-called roads are mere muddy cart-tracks and that sanitary conveniences and water appear to be lacking. The mushroom growth of these suburbs, already degraded in some instances into slums as bad as any in London, has become such a serious menace to health and morality that special reports on the subject have been furnished during the past few weeks to the French Chamber of Deputies. Thousands of unfortunate persons who invested their savings in a patch of land around Paris have abandoned it in despair, and have returned to tenements to add to the congestion of the capital. Millions of francs will now have to be expended in order to put right the mistakes that have been made in selling land recklessly to individuals before the necessary services of roads, drainage, and water supply were provided. The analogy with recent sporadic development on the South Coast is obvious.

We are, of course, specially concerned with the preservation of the beauties of our island scenery around our coast. Peacehaven is a symbol of what may happen if the warnings of Lord Crawford and Mr. Guy Dawber at the Council for the Preservation of Rural England are not taken seriously by the public. It is lamentable that after eight years the extensive powers contained in the Town Planning Act of 1919 are still not utilized to the full. For local authorities have many remedies in their hands in order to stop desecration of the English countryside. A walk today from Brighton to Newhaven is spoilt for anyone with a sense of the beauty of landscape owing to the blotches of buildings sprawling over the Downs. Only at the eleventh hour the Brighton Corporation have recognized that the countryside around is a matter of serious importance to the prosperity of the town, and have taken praiseworthy steps to protect parts of the South Downs. Eastbourne, too, has bought up a large area on Beachy Head.

The first annual report of the C.P.R.E. indicates several practical steps that may be taken towards promoting the reasonable growth of the countryside, and arresting its rapid desecration. In the first place, the public need to be informed where full use is not being made by local authorities of existing powers, and also told of the machinery by which these powers can be invoked. As Sir Leslie Scott pointed out at the Institute last week, it is necessary to correct such a common misapprehension as that the Town Planning Act of 1925 refers only to towns; whereas, of course, it can be used for preserving the rural character of the countryside. Some of the regulations drawn up by the Ministry of Health under this Act, primarily for urban purposes, might well be revised for rural use.

The C.P.R.E. has also prepared a pamphlet setting forth means by which new buildings in the country can be grouped, and large tracts left open. In this there are advantages not only in the preservation of the beauty of the country, but in economy to builders and ratepayers. A suggested scheme for co-operation between landowners is to be put forward which should have far-reaching results. During the coming year we may therefore expect with confidence that public opinion will support these steps to examine the basic causes of rural destruction, and to prevent more "Peacehavens" being inflicted upon this country.

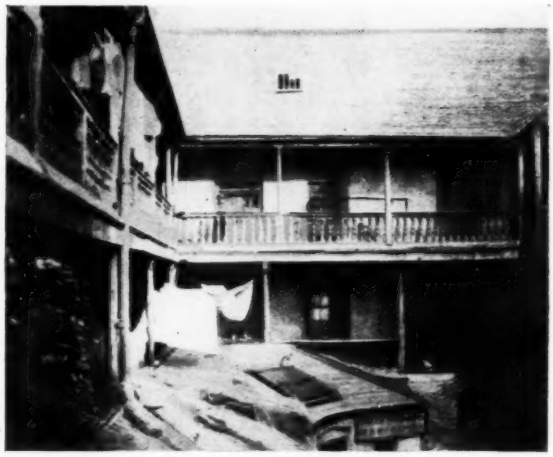
NEWS AND TOPICS

A GOOD deal has been heard recently, both in Parliament and in the daily Press, of methods of dealing with the slum problem. I do not think, however, that in this country we shall see adopted the drastic method enforced at Amsterdam. There the authorities have definitely come to the conclusion that it is only waste of public money to place persons, who do not know how to live cleanly, into new houses until they have been taught not to be dirty and destructive in their habits. Out of the hundreds of persons who have applied for municipal houses a large number have been placed in training colonies. These are rather crude buildings erected on the waste spaces between some of the canals, with one central room, where the families live and eat, and cubicles around where they sleep. About forty families are placed in each colony, and are subjected to strict discipline. This drastic plan has had the immediate effect of reducing by about 75 per cent. the number of persons who wish to obtain houses provided at low rents at the public expense. Consequently, the apparent magnitude of Amsterdam's problem has been greatly reduced. As compared with English standards of housing the new Dutch houses are far more rudimentary. The kitchens are much smaller. There are far fewer bathrooms, and the staircases are steep and inconvenient. As for the training colonies, our modern workhouses are palaces in comparison.

* * *

Important steps have been taken in the past six years to raise the general standard of craftsmanship in the plumbing trade. Councillor W. F. Thacker, of Haslingden, an ex-president of the Institute of Plumbers, at a reception given to indentured apprentices, at the Northern Polytechnic Institute, by the London branch of the National Apprenticeship Council for Plumbing, revealed something of what has been done. He paid a special tribute to Mr. H. D. Searles-Wood, who represents the R.I.B.A. on the National Council, and Mr. W. D. Caroë, representing the Worshipful Company of Plumbers. Mr. Caroë took the chair at a meeting held after the reception. It was stated that the scheme of apprenticeship drawn up by the Council, representing employers on the one hand, and operatives on the other, together with representatives of bodies interested in questions of national health and education, was working well. The scheme aims at a thorough training of boys entering the trade. The employers have to see that an apprentice has a proper grounding in the practical processes of the craft, and that by attendance at technical schools he acquires an understanding of the processes themselves, and includes in the range of his knowledge other branches of the craft which the employers may not have facilities for teaching. A number of local councils have been set up so as to bring employee and employer together. This scheme is already doing much to place the plumber's craft in its true relation to the life of the country.

Owing to the holidays, the next issue of the JOURNAL *will be despatched to subscribers on Wednesday, December 28. Thus it is probable that provincial readers may not obtain their copies till Thursday.*



The "White Hart" Inn.

The original "White Hart" Inn, once off the Borough High Street and one of London's most picturesque taverns, of the successor of which I give a little picture, possessed at once an historic and a literary aura. For not only was it selected as his headquarters by Jack Cade in 1450 (it was even then at least half a century old), but it enters into literature through Shakespeare and Taylor the water-poet, and is one of the many fifteenth-century hostelries mentioned in the Paston Letters. Like nearly all these old centres in Southwark, it fell a victim to fire, in this case that great conflagration of 1666, which burnt out so much of the surrounding area. But it was rebuilt; and although the actual site of the rebel leader's whilom headquarters and the inn known to Shakespeare disappeared, in its successor occurred an incident which is in a way as epoch-making. For it was in the yard of the "White Hart," with its surrounding galleries and its general air of bustle and good cheer, that Mr. Pickwick, of Goswell Street, first met Samuel Weller, junior; and it is a tremendous thought that had that meeting not taken place—well, the great popular epic of the nineteenth century need, for most purposes, not have been written. It was at the "White Hart" that the immortal Sam sprang, like Minerva, full panoplied in leggings and gaiters, from his creator's brain.

* * *

The Oxford Preservation Trust, although disappointed at the somewhat inadequate response to the appeal made recently by Lord Cave, have made two useful purchases. Some 64 acres of high ground on Boar's Hill, known best as Lord Barclay's golf course, has been acquired from a syndicate who are developing the district. It is, however, by no means certain that this space, from which there is a glorious view of Oxford, will be preserved entirely free from building. If the trustees should unfortunately fall short of raising £11,000 they will have to sell part of the estate for building purposes. It is also increasingly realized in the Oxford region that the preservation of amenities by purchase out of public funds tends to raise the financial value of adjoining land. This is, of course, one of the truisms of regional planning. The Warden of New College and the other trustees have recognized this fact at Oxford, and they are accordingly issuing a special appeal for donations to those who own land in the neighbourhood of Boar's Hill. Already from three of these landowners a contribution of £400 has been received.

ASTRAGAL

THE REBUILDING OF LONDON

[BY PROFESSOR C. H. REILLY]

WHAT a title, what a theme, what a programme! as we say in the schools. Yet a large book has been published recently, called *London Rebuilt, 1827-1927*, which is hardly more than a catalogue of street-widenings and new buildings, all of which are either splendid or magnificent in the eyes of the author, and to none of which he attaches the name of the architect except in the case of the County Hall. Indeed, the only other architect mentioned between the covers of this fat volume is Sir Edwin Lutyens, and that not for the design of a building at all, but for a tablet in an hotel! When an author, dealing with what is, after all, a pre-eminently architectural subject, selects Messrs. Robinson and Cleaver's building in Regent Street as "one of the most stately piles" of rebuilt London, one may safely put his book aside for reference purposes as to dates and photographs, and pay no further attention to his opinion. Needless to say, he is one of the gentlemen who would sacrifice Waterloo Bridge for something new and splendid.

Yet the tale this author unfolds is one the magnitude of which cannot fail to strike the imagination. London has *not* been rebuilt (thank goodness!) in the present century, but enough new building has been put up in the last twenty-five years, in spite of the war, to make the total comparable to the whole town of Paris in size. Vast tracts of the City and the West End have been completely rebuilt, and whole towns in the way of new suburbs, such as Golders Green, have been added from time to time at the circumference. It certainly gives one pause. In spite of all this, what have we added in our lifetime comparable in character and significance to, say, the work of the first quarter of the nineteenth century? Is the character of our work as strong, as masculine or as urbane as was that? Except to people like Mr. Clunn, the author of the above-mentioned book, mere size is not enough. Streets which Mr. Clunn would call palatial and magnificent are apt to be merely boring to the lover of architecture after the first excitement has worn off; unless, indeed, the buildings, however blatant, have some real force of character—guts, in the schoolboy phrase—behind them.

Let us try to make a rough comparison. Regent Street was formed and first built in the first quarter of the nineteenth century, and has been rebuilt in the first quarter of the twentieth century. The comparison by now is a theme well thrashed out, so that we need not go over the ground again. It will be agreed, however, by most people that, except in the Quadrant and Piccadilly Square, there was more power, scale, elegance, and certainty in the old work than the new. That may be a correct reflection of the two epochs. We may belong to a period when a vast crowd of active, fussy little men have taken the place of a smaller

Kingsway, London. Above, looking south in 1904 prior to the extension to Aldwych. Below, looking south in 1927

number with bigger outlook and stronger powers. At any rate, we have in the century become more individualistic. In our buildings we play more for our own hand, less for the team—that is the street. The resulting work is far less consistent and urbane than that of our great-grandfathers. In spite of its high spirits and high kicking, one doubts whether the new work is really as masculine as the old, duller stuff.

Apart from Regent Street, however, what have we to set against most of the West End squares and practically the whole of Bloomsbury? Kingsway and Aldwych, no doubt, as far as they go, and, perhaps, Becontree and Welwyn Garden City. The Kingsway scheme was magnificently conceived and planned, but, as we all know, the courage of the London County Council failed after the sites had stood idle for some ten years or more. Individualism again triumphed, and the fine design for the street as a whole, which won the competition—that by Messrs. Leonard Stokes and E. A. Rickards—was thrown over, just as the great Bush Building scheme was later on. Some of the latter has, fortunately, been rescued during the last few months, and Mr. Corbett's great central block will soon lose its exposed flanks, never meant to be seen except from a court. But of Messrs. Stokes and Rickards' fine design—the twentieth-century version of Nash's Regent Street—which might have removed this particular reproach from us, nothing was ever executed. The great ground landlords of the nineteenth century justified their existence—and, incidentally, their rents—by being autocrats and acting as such. They imposed their architects' designs from above, and the town as a whole benefited, just as Paris benefited by Napoleon forcing Percier and Fontaine's design on the Rue de Rivoli and the adjacent streets.

In the twentieth century not only has the democratically-elected County Council acted pusillanimously—that is, perhaps, to be expected of a democratically-elected body—but the great ground landlords have shown a tendency to deal with their property in the same way. They seem perfectly ready not only to break up the ordered architecture of the squares, but even to build on their centres and so destroy their *raison d'être*. The only justification of aristocracy is for its members to act as aristocrats. To deal in their property as mere tradesmen, without consideration for the town as a whole, is definitely to step down to a lower plane. With this tendency becoming more marked day by day, till we have a great nobleman in the north selling without restriction a vast section of Liverpool to a London speculator, we may expect a still greater increase of individualistic building at the centre at the expense, time after time, of the orderly work of our predecessors. I say at the centre because on the far circumference there are happy signs that the reverse movement is once more taking place.

The beginnings of a new movement towards concerted design, which is one of the most hopeful signs of the future, has shown itself at present chiefly in housing schemes. There the speculator has been eliminated, and the public authority itself, working for no speculative return on its investment, has been able, as far as it has wanted to do so, to impose some sort of design making for a higher uniformity on the constituent buildings. Mr. Bernard Shaw has lately joined the ranks of those Socialists who believe that to achieve anything worth doing Socialism in practice must become an autocracy. Here, in these housing schemes, the County Council has, at any rate, dictated to the poor with success, a thing it failed to do with the rich in Kingsway. The result is that the poor man in the new outer suburbs can now live in harmonious surroundings denied to most of his better-off neighbours. But the more significant movement is in places like Welwyn Garden City, where, for commercial reasons, order and unity have once more been brought into existence. There is apparently at the present time a middle-class desire for the very things which the great ground landlords of London, representing in the main the upper classes, would throw away. We may expect to see in the coming century out of a mere desire for a civilized existence other schemes like Welwyn growing up in all directions. One sees it on a smaller scale in a variety of places, even where the speculative builder is at work again. He is now calling in an architect and having his estate laid out so that his buildings may bear some architectural relation one to another, and his tenants have some sense of community life. After all, the herd instinct, with all it implies to architecture, is deep in the human race. It alone would prevent us being content for ever with a London which was nothing more than an architectural cockpit. I expect, therefore, the building developments during the rest of the century to be much more orderly than those of the beginning. On all sides there are signs that the age of pure individualism is coming to an end. Even in the centre of the town there is a tendency for the competing units to grow larger—a movement suspiciously like the movement Marx foretold would occur in capital before its final absorption by the State.

To sum up, then, we can note how, in the rebuilding of London, the natural direction of aristocracy towards order and reserved architectural expression has gradually given way in our time, how commerce is now consolidating itself into larger units till we have today buildings like Selfridge's a whole street in length, and how, in residential quarters, whether for the poor or the rich, a new sense of community, either in housing schemes or in great blocks of flats, is growing up. The individual villa residence, bearing no relation to its neighbours and hidden by its shrubberies in its little half-acre of land, is already a thing of the past. No one builds such a house today. Fortunately for London, however, with its vast size, these movements never take place contemporaneously over the whole town. In that lies London's peculiar charm, and it is a charm which will continue, even increase.

We shall always be able to walk (thanks largely to permanent institutions like the Inns of Court) from the London of Bacon to the London of Johnson, though with increasing difficulty, from the London of Johnson to the London of Dickens, from late Victorian pretentiousness to Edwardian garishness, from early nineteenth-century spaciousness and formal order to early twentieth-century graciousness and order of a less formal, but perhaps of a higher and more interesting kind.

The spirit of London, which is really that of our history as a race of thinking and feeling people, remains, and will always tell its tale. However palatial and splendorous the new buildings and street widenings at the centre committed during the first quarter of the present century may appear, they cannot fortunately destroy the complete London, much as they may vulgarize and menace large and important sections of it. It is just possible, owing to the work there of the younger men, that the residential portions once again may compensate for the failure at the centre, much as they did in the first quarter of the nineteenth century.

London Rebuilt, 1897-1927. By Harold Clunn. John Murray. Price 18s. net.

OAST-HOUSES AND WINDMILLS

[BY H. C. HUGHES]

THE problem of the round building is one which has continually exercised the imagination of architects, though seldom have their ambitions been realized. Wren, at Cambridge, played fondly with the idea of a round library for Trinity College. Gibbs was more successful in the attainment of his dreams, and though he had to give up the idea of a round church in London, he was able to build the Radcliffe Camera beside the Bodleian. There is a largeness about a round building which is eminently satisfying, an absence of limiting corners.

"You cannot make limits
Or talk of the end, or the edge, or the bounds of things."

Silos and water-towers give scope to the modern, but they are rather inhuman; grain elevators are magnificently mechanical. For the rest, as Professor Lethaby pointed out long ago, round houses went out of fashion when the earliest man gave up twirling inside a mass of mud till it became a little round hut, the shell to his round, curled-up body, and made a house, square with walls, to fit the beautiful mat his wife had just woven for him. But perhaps there is still some primitive affection for the first homes of our race, deserted and forgotten save in outermost St. Kilda, that thrills us in a round room, or sometimes even in a semicircular bay; that makes us enjoy round tables and round Czecho-Slovakian mats from Heal's.

A round villa is unthinkable now perhaps in these economical days, when the builder would talk of the waste in boarding, and the plasterer charge enormous sums extra for curved work; so we must perforce be content with those round things the past has left us—Norman keeps and Martello towers, oast-houses and windmills. Added to this is that warm glow of saving what is indubitably a lovely thing, and an adornment to the landscape. We feel we are one with the guardians of the countryside, that we march *pari passu* with Adshead and Abercrombie and the army of the C.P.R.E.

Oast-houses are, relatively, an easy problem. They are pleasantly capacious, and they have large barns attached to them, or even complete houses. The round room is the seat of luxury and retirement, the barns lending themselves to the more prosaic divisions for food and sleep. At Horleigh Green, in Sussex, Mr. Crickmay has converted a barn and oast-house into a very pleasant dwelling. Here the oast-house had been out of use as such for some time, and the furnace portion had been filled in and was doing duty as a stable. The top of the oast-house was floored in on the existing joists (on which originally the canvas was stretched to take the hops), and with its two high dormer windows and low brick fireplace makes an admirable studio. It was ceiled over about 15 ft. from the floor. The barn roof was found to be sound in the main, though the end had to be rebuilt. The old barn builders had a tiresome habit of having tie-beams a few feet from the upper floor; this

The Black Windmill, Whitstable.

was dealt with by collar-bracing each pair of rafters and inserting a 7×5 purlin, resting on the cross walls. The tie-beams were then cut away, so the weight is now taken downwards instead of outwards.

Many Sussex oast-houses stand in pairs; with new windows they twinkle at the admirer like children hand-in-hand at a Christmas tree. In the Malting House at Cambridge the oast-house became the library, and the studious owner could gaze up the misty heights of the unceiled roof.

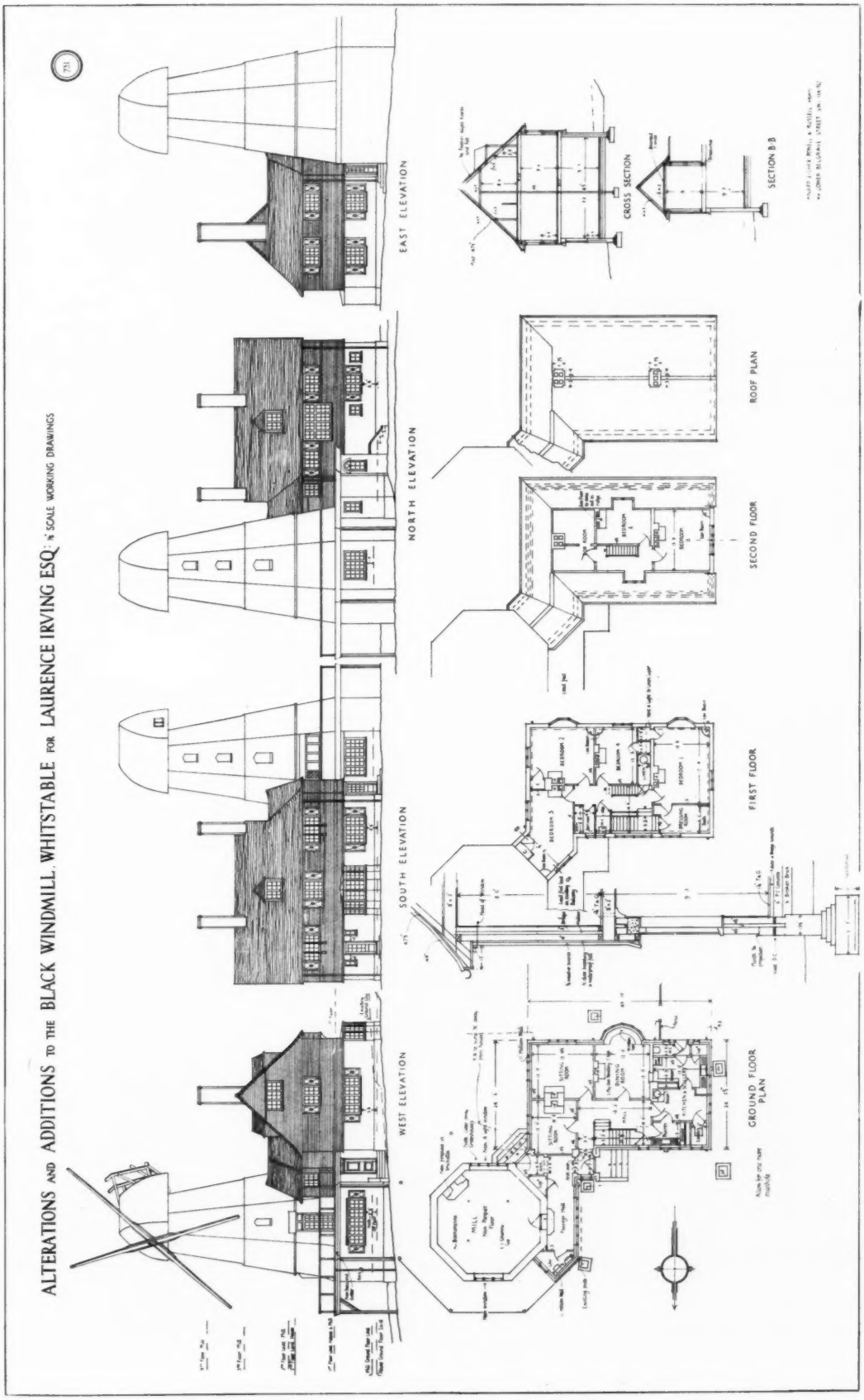
Windmills, as becomes efficient pieces of machinery, vary enormously in size and shape. The earliest type, which was becoming common in this country at least about 1200, was the "post" mill, of which the recently restored mill on Reigate Common is a good example. Here the whole upper part of the mill revolves to face the wind on a central post, which rests on, and is braced to, crossed beams of great strength, kept off the ground by low plinths of brick or stone. These mills, if small enough, can be jacked up and carted off whole, on a lorry, and set down to new occupations. At Thorpness, an excellent post mill was brought in from a neighbouring village and pumps the water supply for that pleasant little seaside place. In the mill on Reigate Common the lower part, the round house, has for years been used as a church; but the mill above was getting rickety when it was taken in hand and saved through a fund raised by the secretary of the golf club. The main timbers of a mill are of oak, elm, beech or pine, and usually sound; it is the outer casing of deal boarding which perishes quickly if not kept in order and painted.

Windmills as pure machinery are not to be despised. A millwright of experience told me that he usually puts a 15 horse-power engine to drive two pairs of stones, which is the common task of the smaller post mills, while the larger mills have three and four pairs. Obviously without some auxiliary engine, the wind cannot be depended upon in long calm periods; but for water supply—or electric supply, if there are ample batteries—windmills are most useful and exceedingly beautiful; so they should not be ignored in considering the requirements of a country house or village.

The post mill is a pleasant and handy piece of machinery, but its lack of space is obviously a drawback. So about the time of the Battle of Crecy another form was evolved; only the cap of the mill was turned into the wind by a long braced tail tree; or later by an automatic gearing working through the fantail; the grinding and storage were all done in a wooden tower on a brick base. This is the smock mill, as it is shown in very early woodcuts, and is the common type in Kent and Sussex and elsewhere today.

The wooden smock mills of Kent and Sussex are among the loveliest and most loved remnants of that lovely countryside, and one of the most notable is the Black Windmill at Whitstable. She must have been built between 1800 and 1823, for there is a drawing of her by Turner dated 1823, swirling dramatically on Borstal Hill; and it must have been a sense of her dramatic past that won Mr. H. B. Irving to her, when she stood in her age—"like a graceful old lady quietly knitting with four giant pins." Scrawled on the base are records of the great storms she has weathered; among them is the gale of November 1898, when Whitstable was flooded and the Margate lifeboat wrecked. For some time after her disuse as a mill, the Brethren of

The Black Windmill, Whitstable, has now been repaired and incorporated in a house by Knapp, Fisher, Powell and Russell.



The Black Windmill, Whitstable. Converted by Knapp, Fisher, Powell and Russell.

the Trinity preserved her as a landmark for ships entering Whitstable Harbour, but as the collier fleet died out they lost interest in her and she fell on evil days, but in 1920 she was completely renovated and a companionable house built about her skirts. Part of the mill is used as a studio.

The smock mills are not usually very big at the top, so that it is difficult to make the whole of them serve as houses. More suitable in size are the big brick tower mills, and three of these brick tower mills on the north coast of Norfolk have been made into houses. The first to be converted was the mill at Cley, which stands right on the edge of the salt marshes, at the foot of the little town. It had several buildings about it, grain stores and warehouses, and these Mr. Upcher made into the principal rooms, and he built a staircase outside the mill proper, going up as high as the second floor, thus avoiding draughts and the steepness of step ladders. Very sensibly, he has made all his new joinery of pitch pine, wood beloved of millwrights to this day. Heating is done by fireplaces and two large chimney stacks, which emerge unexpectedly from the wooden cap. The cap and sails of the mill have lately been skilfully restored by the Cley wheelwright, under the supervision of Mr. Clark, the secretary of the Norfolk Windmills Preservation Committee, who has an unequalled knowledge of windmills.

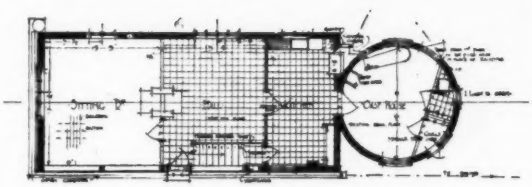
Ringstead Mill stands high on Ringstead Down just beyond Hunstanton. It was built to replace a postmill, one of a pair that had long been known as a great centre for coursing. It is a beautifully built tower of the early nineteenth century, with a boat-shaped cap, deep petticoat with gallery round, and a socket for six sails instead of four—a Lincolnshire variation. As the first illustration (page 811) shows, both cap, sails, and balconies were cruelly perished in thirty years of idleness, but the main building and beams were quite sound. The comely oak machinery has been preserved, and gives no end of an air to the round rooms. The casing of the millstones is become a dressing-table, and the wheat sifter is to be a bed and plaything for the youngest daughter. The mill itself has six floors; one is divided to form two bedrooms, and the roof space itself is separated off to form a marvellous roof study, like an upturned ship. The driving rain at such a height comes through most windows; here Crittall standard steel windows with projecting hinges have been used. A small building beside the mill has two more bedrooms, kitchens, and bathrooms, etc., together with entrance and staircase. All the western windows from this height look out across the shallow sea where King John lost his jewels, to the Boston stump and the high wireless masts of Skegness.

My own mill, at Burnham Overy Staithe, is more than either of the last mills the dominant feature of the landscape, whether from inland, seen behind the ruins of St. Mary's fourteenth-century Slipper chapel, or standing grandly on its low hill above the wide, wind-swept expanse of marsh and sea. So it appears to those who play golf at Brancaster or watch for birds in the sanctuary of Scolt Head. For this mill, when all its machinery was torn out and sold for scrap, retained its great sweeps, 81 ft. from tip to tip, and most of its fantail, though the cap was eaten through with the virulent fungus, *fomes ferruginosus*, which is like dry rot—except that it does not need stagnant air, but grows in all the howling winds of heaven.

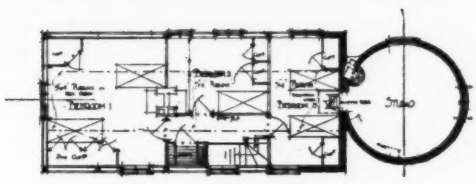
Oast-house and barn, Horleigh Green, near Mayfield, Sussex. Before conversion.

As the mills at Whitstable and Cley are more or less appendages of the house, here by contrary there is beside the mill itself only a little flat-roofed wooden shed, which is the kitchen quarters, and the mill itself is the house. The ground floor is the houseplace, 24 ft. in diameter; this has a short open stair leading to the parlour, the room at the balcony level. The doors where the sacks of grain were loaded are now glass doors with the old bar to shut them. The problem of heating a mill is a difficult one; the inward leaning walls make brick chimney stacks of great bulk and obvious anachronism. Where there is a house beside the mill with a high enough chimney it is best to have some sort of central heating. The one-pipe heater, with a flue through to the nearest chimney, would seem the most suitable, as the rooms already form a funnel for the heated air: but then, the pleasure of the open fire is lost. Here the parlour is the chief room, and there is no chimney near; so we installed a tortoise stove in the house-place, and a Cozy stove with a 5-in. flue pipe in the parlour. This stove, with the doors open, gives all the pleasures of the open fire; closed, it is easy to light and safe to leave. A hot-air flue cases in the flue pipes and the back of the stove, and goes up in an asbestos sheet casing to a linen cupboard on the fourth floor. Here also a trap can be opened to allow the hot air to discharge into the room, keeping the whole mill very pleasantly warm. The two pipes come through the brickwork below the top balcony, and are very little noticeable from below.

The mill had been standing in the rain for so long that all the floors were rotten; we put new flooring of wide boards of English chestnut for the parlour (and the dining-table was made of the same); the other floors and staircases are of Siberian larch, a strong, tough wood of fine figure and colour, for political reasons not often obtainable! There are no ceilings here. At Ringstead several of the floors are sound-proofed with Celotex sheeting. The three floors above the parlour are bedrooms, getting smaller in size as they are higher up; the top room of all is 17 ft. in diameter, and is open to the cap of the mill, a beautifully many-sided cupola, containing the massive strength of the brake wheel and the windshaft, that is, the driving machinery of the mill. From this room one climbs a steep ladder to the upper balcony, which has a skeleton fantail; as the track was all too much broken down, the cap is now fixed. This is a pity; it would be such a joy to be able to turn the cap round as one wanted to enjoy fresh views, or sun or



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Oast-house and barn, Horleigh Green, near Mayfield, Sussex. After conversion by George H. Crickmay.

shelter! Also, all work on the tower is very much easier if the cap can be turned; a staging can be hung from the platform and the cap turned round to reach any part of the mill carcase. Otherwise, even the necessary tarring is a long and expensive business. The brickwork of this and many mills is very poor and porous; owing to the inclined walls, the joints slope inwards and downwards, so usually the mills are rendered or at least tarred. The weather-boarding of the roof is bound to shrink, so millwrights cover the joints with a strong canvas saturated with paint. The places where the balcony bearers come through the boarding are best protected with lead. Rain is prevented from driving up under the cap by a circle of boards fixed vertically, called a petticoat. All this work is awkward and rather hazardous; on the whole it is better to employ a millwright who is thoroughly accustomed to it. Millwrights also usually have good stocks of seasoned elm or beech, if it is necessary to replace the curved rafters of the roof.

Ringstead Mill, near Hunstanton, Norfolk. Converted by H. C. Hughes. The great oak machinery is retained. It is extremely decorative and takes up little room. The illustration shows the wallower at the top of the main shaft of the mill.

One great difficulty in making a mill into a house is that it is very difficult to prevent water from running down the sails and through the centre of the windshaft. This can be partly leaded at the upper end; but if this is not successful the only thing is, I think, to put an outlet pipe from the little grease-trough at the lower end of the shaft, as also from the box under the neck of the windshaft. Great pains should be taken to keep out driving rain from the windows, as the drip from an upper window comes far in on a lower room. A fire escape is a problem, too; we tried several things before finding one working with an automatic brake. You put a webbing band under your arms and then climb out; the brake works by centrifugal force, so the rate of descent is always the same and the arms are free to carry children or goods. One end of the steel rope is always ready for action. Lightning protection for a mill with sails is complicated; if the copper tape runs down, the sails cannot turn round, which is wrong; so the tape has contact with the windshaft. Where the cap turns a continuous contact has to be arranged round the track.

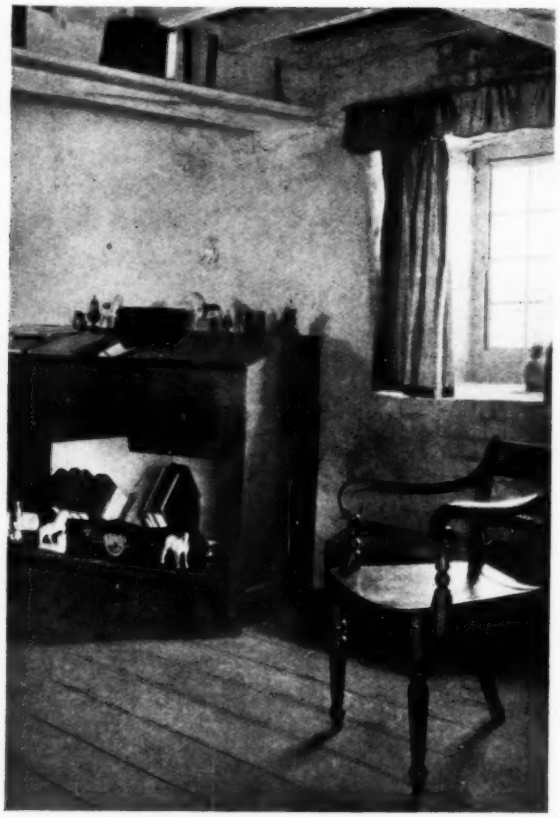
It must not be imagined that it is a cheap process to convert a mill. The cost depends entirely on the state of repair and the owner's ideas of comfort. A mill not long abandoned will cost comparatively little; but many of the best mills have been allowed to go to pieces cruelly. Usually however, mills can be bought cheaply unless the owner tries to force up the price. A mill is intrinsically of very little worth; the cost of taking it down seldom leaves much profit from the value of the materials. Millers, however, will often take down an abandoned mill out of mere tidiness, even quite soon after a lot of money has been spent in repairs and refitting. People often suggest that the mills should be kept working for water or electricity supply even when domesticated; but keeping a mill in work needs a good trained man to be there all the time, and such are not common. The machinery is heavy and the friction considerable; in a high wind the mill may run away, or a sudden change of direction may put the fantail gear out of action; to keep a mill working with all its shutters on is not a thing to be lightly undertaken. The choice of a millwright or builder is a difficult one; there are not many millwrights about, and the average builder will not start without putting costly scaffolding all round the mill; we

Cley Mill, Norfolk. Converted by C. Upcher. Left, dining-room and stairs. This room is made from one of the storerooms. The arches are made of old wheels. Right, the drawing-room. This is the lowest room in the mill.

were fortunate in finding a young and daring carpenter, and later, in getting the help of a firm whose millwrighting experience goes back 150 years.

Not a cheap job necessarily: but one of immense fascination, and surely the saving of such beautiful things is in itself a meritorious action.

Ringstead Mill, near Hunstanton, Norfolk. Left, before repair. Right, after repair and conversion into a house by H. C. Hughes.



Mill at Burnham Overy Staithe. Converted by H. C. Hughes. Left, the parlour stove and hot-air flue. Right, the old miller's desk. Note bookshelf on beam as there are no flat walls.

Mill at Burnham Overy Staithe. Converted by H. C. Hughes. Left, during conversion. Right, conversion completed.

STILL MORE ABOUT SMARTERLY

THE AMATEUR INVASION

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—I do not think that Mr. Smarterly has done anything improper. He has exercised the talent for architecture for which he was trained. The singular aspect of his case is that he has not continued the same methods he so successfully began. I recollect that his grandfather built many houses for himself in the course of his career. He used to say: "People prefer to see what they are buying"—and often added: "They will pay more for an architect's house." His procession from half-timber, by the roughcast way, to 2 in. brick, was much admired by his brethren through the medium of the architectural press. When he died, old Mr. Smarterly was buried with architectural honours. It was perhaps a disappointment that he did not endow a Smarterly prize.

Mr. Grayson's friends are less evidently architects. None of them seems to be doing things particularly architectural—save the antiquary. The fact that their methods have been successful is a condemnation of modern conditions; that these same methods have been employed in the past does not sanctify them. But we are now in the twentieth century—or is it a rumour? That I should select the ping-pong champion for my architect indicates that there is something radically wrong everywhere.

Singularly, the same affliction—"The Amateur Invasion"—is diagnosed by Mr. Osbert Sitwell, in the preface of "All at Sea," as the complaint from which the theatre is suffering. Actors, like architects, are engaged on the golf course. Incidentally, he sums up the situation in a sentence: "When England produces an actor of the genius of Charlie Chaplin, he has to go to America to become famous."

To that country the bursting *architect* will go.

DUDLEY HARBRON

THE MEANS AND THE END

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—If *a*: Mr. Smarterly's houses are seemly and sound, and *b*: he does nothing which *in any way* harms his brother architects or the public, surely any means he adopts to enable him to build his houses are justified? Every good house built means one less bad one.

IMRIE AND ANGELL

THE ARCHITECT AND THE PAINTER

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—Since the correspondence about him started Mr. Smarterly has become my favourite character in fiction, and before it closes I wish to write some words in his defence. Mr. Smarterly, I gather, deserves to be called an artist, and is therefore not particularly anxious to be called a "professional man." He would not mind being called a tradesman; no man would who was not a snob. He makes a thing and sells it—the best of all ways of earning a living.

It is a way that, unhappily, is not open to all architects, owing to the high cost of the materials of their art. Most of us are obliged to gain opportunities of making buildings by engaging ourselves in an advisory capacity to the people who pay for them, and doing the best we are allowed to do. Alternatively, we may supply designs to professional men who have not the time to make them for themselves.

The question of "advertisement" is also raised by your correspondents. My own experience in this is that the exhibition of a design at the Royal Academy, or its publication in the weekly picture papers, reaches more people than are likely to see the actual building itself, and if Mr. Smarterly *built* his advertisements on any large scale, I think he would find the cost excessive. Direct advertisement, such as is forbidden to those of us that are members of the Institute, would be undesirable, and ineffective in any case; the public wishes to see what an architect can do—not to hear what he says about himself. I have, however, never been able to agree with the view that a man practising an art should be governed by the restrictions on advertising necessary in professions such as medicine. If a painter had no more opportunity of exhibiting the pictures he has painted than a surgeon of exhibiting the heads he has trepanned, there would be even less chance in painting than there is in medicine of the right men getting to the front.

Before ending this letter, I would like to guard against misunderstanding concerning my remarks on "professional men." Practitioners of the profession of architecture "in all its branches" are of the first necessity in a civilized State, and such practitioners

Mr. H. S. Goodhart-Rendel. From a caricature by H. de C. For "the New Regent Street," read "the old type of architect."

all of us architects must be, unless we are Burlingtons with others to get the building done for us. But to this most respectable vocation there has lately been an attempt to limit the appellation of "architect," refusing it, I suppose, to Inigo Jones, to Raphael, to Burlington, while conferring it upon the mere executant of other men's conceptions. Whoever makes an architectural design is an architect, just as whoever paints a picture is a painter, and an architect cannot be bound, as a painter is not bound, just because he has to be a "professional man" in order to obtain his materials. If, in the zeal of creation, an architect pushes his wares or his services where they are not wanted, it is for the public to reject them and to signify its displeasure at his presumption. The public may not yet have the judgment or experience to do this; it must learn. It can never learn if the fear of "advertisement" prevents architects from showing freely, and even insistently, what they can do, both collectively and separately, in competition with each other.

H. S. GOODHART-RENDEL

ARCHITECTURE AND THE BUSINESS IDEA

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—The correspondence concerning Mr. Smarterly and the issues which the story of his first job has aroused is extremely interesting.

To most architects, conceal it as they may, the main object must be to bring to their practice and within the profession as much of the building work in the country as possible. That can be done only by bringing the practice of architecture, its method of procedure, its commercial advantages, its professional code, and the system of payment into line with modern business ideas. We shall not build any less truly or design with less beauty if the worn-out theories about advertising and scales of charges, which the layman undoubtedly finds difficult to appreciate, are scrapped; consequently I welcome the constructive criticism by Mr. J. Mitchell.

It is surely no mere accident of fortune that the engineering profession occupies such a high place in public esteem. That place has been won by a steady regard for the industrial, commercial, and domestic needs of the community, and Mr. Mitchell is right when he urges upon the architectural profession a speedy settlement whether the services of an architect are to be regarded as artistic or utilitarian.

As a pure art architecture cannot keep the profession alive, but as a service which will supply definite economic needs it is bound to command good market value.

The profession will therefore be well advised to set its house in order and train the young idea that he is serving the profession well if he can honestly break fresh ground for architecture. I might point out that this is an aspect which the A.A.S.T.A. has been endeavouring to bring before the profession since 1919.

In contrast with some other professional bodies the A.A.S.T.A. has refused to furnish its members with diplomas and other similar paraphernalia, but concentrates upon the business of improving the status of its members and thereby increasing their value to the profession and the community. It has been accused very often of pressing an ungentlemanly question—namely, payment and remuneration—but it is beginning to realize that its point of view is permeating the profession.

The value of any professional organization in the future will no doubt depend not upon its gentlemanly and politely safe attributes, but upon its ability to accommodate itself to modern conditions and its power to bring a high status to the profession, and with it, fresh business.

The A.A.S.T.A. can (so far as the salaried members are concerned) take pride of place in this attitude. It is largely due to the efforts of this association that the subject of remuneration is no longer spoken of in hushed tones.

To pay adequate salaries the profession must look for work everywhere, carry out jobs in a businesslike manner, and obtain payment for their services in as dignified a manner as a doctor, dentist, lawyer, or engineer.

So far we have listened to Mr. Facing-Both-Ways, and our younger men must be quite confused about their occupation in life. Are they to go out in search of work, or are they to sit still and wait?

Let us now face the facts.

J. W. DENINGTON

ARCHITECTS AND DRAIN TESTERS

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—It is not often I "rush into print," but you may find room for a few words from me, an old Victorian. I feel that the professional idea has had its day. With regard to the architectural profession, I find one is generally looked upon as a cross between a sanitary inspector, a drain tester, and one who should give the exact reasons why distemper will sometimes discolour on new walls.

As one of your correspondents has well remarked, the only point at issue is whether Mr. Smarterly's houses are well planned and the outsides neatly and tidily designed. I should not mind if a drain tester were the architect if the foregoing conditions were fulfilled.

J. A. HALLAM

THE VALUE OF CAPITAL

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—I have no concern with the morals of Mr. Smarterly's adventure, but with the likelihood of his success. In the first place, he is a lucky assistant who can afford to buy freehold land and build houses out of what I am given to understand is not usually a very princely salary. He is additionally lucky in finding an unspoilt village near London upon which to speculate. He is lucky in having served an architect who gave him experience to enable him to build a house which, in point of accommodation and price, competed with the speculating builders. For, mark you, it is a fallacy to suppose that there is a public thirsting for small houses of an architectural character, or, at any rate, people who are prepared to pay a red cent more for them.

We have seen instances, in garden cities and elsewhere, where companies with large capital have built, and succeeded because of their ability to hang on, to advertise on an enormous scale, and to keep, by reason of the fact that they hold large areas of land, competition at a distance. But it is unlikely that one young man would succeed with obviously limited capital and resources and with no previous experience of the actual handling of builders, landowners, capitalists, estate agents, contractors, and competitors.

A far more likely opening for our young architects would be in assisting, or entering into partnership with, builders in a developing neighbourhood and guiding their still somewhat erring hands. In this way the architect would learn, what the pupils in modern architectural schools so often lack, a knowledge of all those things which go to the making of a practical house; the builder might learn some of those things which go to the making of, if not a beautiful, at least an inoffensive one. And in time, if they had the energy of the ant and perseverance of the spider, they might make a living, and if they didn't they would both have learnt a lot which might be useful to them in an easier "Art, Profession, or Trade."

HAROLD FALKNER

The above correspondence is the outcome of an article by M. L. A. in the First Job series in our issue for November 9. Earlier letters in this controversy appeared on the following dates: November 16, 23, 30, and December 7 and 14.

Mr. Smarterly is the name concealing the identity of an actual individual whose method of obtaining his first job M. L. A. described in his article. Seeing no prospect of ever building up a private practice without making some definite effort to find his first client, Smarterly had recourse to a trick. He found a suitable neighbourhood and there built himself a house; when it was finished he moved in and lived there, and after a suitable time put up a notice to say that the house was for sale. When prospective buyers called they were always told that they could not have possession for some considerable time, but Smarterly suggested that they might build one for themselves. At last a lady, on discovering that he had himself designed his own house, commissioned Smarterly to do likewise for her. The second house was built in due course, and, the architect's reputation being now established in that neighbourhood, other clients followed rapidly.

No more letters upon this subject can be accepted for publication. In our issue for next week (December 28), however, will appear a further letter from Mr. Creswell, whose uncompromising condemnation of Mr. Smarterly led, in the first instance, to this controversy. This letter will close the correspondence.—ED. A. J.

THE HOUSE WE LIVE IN

[BY KARSHISH]

IV: HOW WE OUGHT TO LIVE

In the preceding articles I have depicted the pretentious, ungainly, and therefore ugly, way in which, as it seems to me, we order and live in our houses; and I have urged that this is due to an attitude of mind which sets up a fantastic ideal in place of reality: that we do not accept the facts of life and of our tastes, habits, and needs frankly, and apply ourselves to seek perfection and beauty in our acknowledgment of them, but trick ourselves out in the elegancies of the past and exercise ourselves in posturing in them for the exhilaration of our self-esteem and the snobbish admiration of our acquaintances.

This statement is not made dogmatically, but as a just summary of the point I have invited the reader to arrive at. I do not use the word "snobbish" loosely, for a snob is one who has a mean admiration for mean things, and that is exactly my sense of the matter. If I am wrong, how is it that any frank acceptance of the actualities of life—our true tastes, habits, and needs—would lead us, in our pursuit of comfort, orderliness, and beauty, to the ordering of our domestic life in a way entirely different from that we do, in fact, pursue, and which I have attempted to display in the foregoing numbers of this series? It is my intention to sketch out what such an unaffected pursuit of comfort and beauty, in candid acceptance of our true selves, would lead us to; but before doing so I will display two pictures observed from life, because they show in strong contrast the existing habit of thought and feeling which I deplore and the way of thinking and feeling which corrects it.

The first picture is of the parlour, one of millions of similar British parlours, of a little house, in a street of small houses, in a small provincial town within fifty miles of London. It is not necessary for me to describe that parlour, nor the splendid woman and sterling Englishman whose house it is. The parlour is let to a young educated woman who teaches at a neighbouring school. On the third day of tenancy she asks her landlady why the "ornaments," which she has put away in a convenient cupboard, have all been ranged out again.

"Don't you like 'em, then?"

"No. Do you?"

"Well, I don't know as I do. But, you know, one has to have 'em. Everybody has 'em!"

The other picture is of a courtyard at Bruges; the unequivocal "yard" of a hospice or almshouse of age-long establishment. On to this yard the kitchen opens. The cook, a woman in blue cotton dress and white cap, is busy at the range; on a table are vegetables piled up; noble pots and shining copper pans and kettles are in use or ranged on shelves. Porters in uniform, and maids dressed like the cook, are moving about; and opposite the range, on the stone-flagged floor, is a long, scoured table, where other maids and a porter are feeding. The walls of the place are dingy whitewash, and there are no decorations. This is what I saw one morning a few years ago as I looked through the open door from the yard. The scene was remarkable in no single particular; yet I was arrested by a sudden apprehension of its beauty. I touched the arm of my companion; we stood looking on in silence, unnoticed, for a minute or more. He felt what I felt, but he was no more ready than I was to understand why we were filled with a deep satisfaction, a thankfulness even, at a revelation of the grandeur and beauty of human life. Had I the accomplishment I would paint the scene, and the memory of my reaction to it is more vivid than the visual picture, and I know that the effect of the scene was in its implications, not in its picturesqueness—in its meaning, not in its appeal to the eye—and if I had to sum that meaning up in one word, the word would be *reverence*. Hungry, clean, humble, working men and women, eating plain food seriously, in a plain way at a rare table, with no decorations or pretences, or artificial arrangements, no affectation—that is all I saw, but in it was a deep, soul-satisfying beauty that involved a sense not only of the nobility of man, but the immanence of God. In these words, it seems to me, I have summarized to climax—the final attainable apex of all beauty. I can only say that I am a person of ordinary perceptions; that my experience was shared by my companion and would have been shared by any observant, reflective man or woman whose attention had been caught by the scene. The thing, then, that makes our domestic life ungainly is vanity and snobbery, and what we need to complete ourselves and enjoy the experience of delightful and beautiful homes is sincerity and reverence. Let us see what the results are likely to be if, while pursuing the same instinctive ambitions for comfort and beauty in our homes, which we now aim at with such questionable success, we ordered our lives in complete sincerity and in a spirit of reverence for their humble needs. I want to avoid trenching on the high-falutin, but I shall not make myself clear unless I fill in what I mean, in this connection, by reverence and beauty. If I take a concrete instance of a humble need of our daily lives and use it as an illustration, this end will be served and we shall be carried to the heart of the whole matter.

Bread and butter is a humble daily need. Good bread and butter is delicious; its origins in the barn and the dairy are delightful to remember, are linked with our fondest traditions, and sanctified in art; bread and butter is beautiful with a perfection of beauty which does not belong to the cutlet and is remote from the sweetbread. The beauty of bread and butter is sublimed by hunger. Hunger—which, by our pose of affected refinement has become almost too gross to mention and so indelicate a thing that we flinch at the word appetite and have a sneaking, snobbish sense of refinement in refusing a second helping—hunger, which should be a daily condition of the healthy, vigorous man and woman, is a beautiful thing; just as the finicking repletion of the refined person, with his early morning tea, his breakfast, his "eleven o'clock," his lunch, his tea, his dinner, and, if he is entertained by friends or entertains them, snacks at ten o'clock is disgusting. Hunger, I say, is beautiful, and its satisfaction with bread and butter is beautiful, for bread and butter is a beautiful thing. To be hungry is to perceive this beauty; to perceive this beauty is to be aware of reverence; to be aware of reverence is to discern the beauty in the actual form of an honest loaf of bread and of a cool, fresh pat as the dairymaid's skilful hands have left it—not rolled up in balls with stray fishbones and crumbs as served in many restaurants and hotels. Perceiving beauty in the loaf, we reach out for beauty in a sincere knife best suitable for cutting it, and a wooden platter for best holding it; and also we need for our complete satisfaction that the form of the knife and the platter shall exhibit their suitability and become, for that reason, beautiful. In this manner we awaken a sense of reverence for the grace that belongs to the humble needs of man—to the realities of life—and perceive that it is in the sincere acknowledgment of these realities, and in eulogizing those realities (instead of veiling them) and in this spirit of reverence for the value of simple things and the meanings of them, that the attainment of perfection in our relations to life reposes.

Let us advance a step farther—please do not laugh—take Irish stew. We dine on Irish stew; we pretend we do not, no doubt, or we perhaps save ourselves the trouble of pretending, and have it, but Irish stew is excellent if one is hungry. If we dine on Irish stew we shall probably serve it in an entrée dish. Why so? Because we wish to apologize to ourselves for so humble a dish; snobbery and nonsense have banished reverence and sincerity; we are posturing again. Irish stew is beautiful if we regard it from the same point of view as the loaf; and if we do we shall not serve it in an entrée dish. The entrée dish is a survival of a servant-run ceremonial of dining which no longer belongs to us, and which knew nothing of Irish stews except to protest against them when the steam of them rose from the servants' hall in the basement. No one with the sincerity and reverence I am attempting to illustrate would tolerate Irish stew in an entrée dish; it would offend their sense of beauty. They would have it brought to table

in the crock, or casserole, in which it is best cooked, and which is not only beautiful for its perfect appropriateness, but the appearance of the casserole, a thing skilfully made for use and the shape of which expresses its use, is in itself beautiful—as long as it is a *bona fide* casserole, and not one of the spurious prettinesses with which salesmen exploit ignorant taste. As with the casserole so with all other appointments and furnishings. If we buy sincerely only things that are for use, and which are themselves sincere in being what they hold out to be, and which are appropriate for their uses and shaped so as to express that appropriateness, we shall find that there is more beauty in the familiar utensils of our daily life than in all the useless and "pretty" things which encumber the homes of our friends; we shall learn to delight in them, and we shall discover that true comfort and delight in a home is to be found in living, as I have said, above the implications of our environments and not, in struggling emulation, below them. We shall also discover new beauties in things. For instance, a sense of the beauty of the loaf extends to the toast; a toasting-fork which is a mere mechanical wire-work drudge not worth mending will not satisfy us, and we shall in our reverence for its dignified purpose not be misled into buying the ornate machine-made vulgarity produced for no purpose but to sell and an exact counterpart of which may exist in every house in the street. We shall want an individual toaster; one that will belong to us and to which we shall belong; that is to say, we shall want one made for us by someone who makes toasting-forks because he delights in making them well, and as such a person is now scarcely to be found we shall have to procure one which was made years ago for someone else and reverently cherished by him as we shall cherish it, and which, like all well-made things, has been improved by long years of service.

As with the toasting-fork, so with all else: sincerity—not emulation, vanity, and make-believe—will guide us. We shall see, for instance, the inappropriateness and therefore ugliness and vulgarity of a polished mahogany table which has to be kept polished by servants who do not exist to polish it, and which has to be protected from those scars of honest usage which should honour it. The table we shall use, in our sincere pursuit of comfort and reverence for the realities of life, will be one which will not be spoiled but improved by the scars and stains incidental to the uses we put it to. So with our chairs and our carpets, if carpets fit our needs, and so with all the other appointments of our homes.

[*To be concluded*]

IN PARLIAMENT

[BY OUR SPECIAL REPRESENTATIVE]

Hints as to the legislation which the Government hope to introduce at some future date in regard to slum clearances were given during a discussion in the House of Lords last week. The Bishop of Southwark raised the question of the slums, and asked when the Government proposed to introduce legislation dealing with slum clearances.

Viscount Gage, replying for the Government, said that the Minister of Health and the Government considered the slum problem as one of the most urgent and insistent of the day. It was ever present in the minds of those who were responsible for housing administration. Since the war the most urgent part of the housing problem had been the erection of new houses to provide accommodation for the many thousands of the homeless, and the fact that 1,040,000 houses had been built showed that the efforts of the Government had been crowned with some success. But the slum problem had not been neglected, and encouraging progress had been made. Not only in London, but in many other large centres of population, the local authorities had been energetic in dealing with their black spots. Since the armistice, 105 schemes had been confirmed by the Ministry of Health, and others were under consideration. In the twenty-four years before the war, since the passing of the Housing Act of 1890, which gave local authorities power to deal with slums, only forty-four improvement schemes and twenty-eight reconstruction schemes were confirmed. The London County Council had been particularly energetic in tackling the problem, and had made substantial progress since 1919. Eleven schemes of considerable magnitude had been confirmed, and, in addition, the City Corporation and metropolitan boroughs had formed twelve schemes, making in all twenty-three schemes for the metropolis. Other large schemes for the metropolis were under consideration. The Exchequer subvention of an amount up to one-half of the average annual loss on slum schemes, including the first cost of rehousing, was available for local authorities which undertook such schemes.

Coming to the intentions of the Government, the Minister of Health had authorized him to say that he considered the problem must be tackled in a more comprehensive way if any considerable improvement were to be effected within a reasonable time. The very large number of new houses now being completed annually must ultimately relieve the overcrowding problem, and the time was surely not far distant when local authorities would be able to turn their energies to the slums in a greater degree. Although the powers of local authorities for dealing with the slums were wide and far-reaching, it might be possible to introduce a further measure which should be practical and effective in helping those people who were now living under such unsatisfactory conditions. The scheme at present under consideration was one whereby houses in an unsatisfactory area which might be saved by the expenditure of a little money would be reconditioned, and only the houses which were past redemption would be demolished. By judicious use of powers on these lines, the Minister considered that bad areas might be opened up and improvements effected in a much shorter time than it would take to clear the whole area. Another matter being considered by the Minister was the question of the basis of compensation payable on insanitary property acquired in connection with slum schemes. The Minister was not in a position to indicate precisely the time or nature of the legislation, but the whole matter of the slums was receiving his most earnest consideration, and he would make a statement on the subject when his proposals were in a more definite form.

At question time in the House of Commons, Mr. Harmsworth asked the Minister of Health whether he would give an estimate of the saving of the taxpayers' money arising from the reduction of the housing subsidy as from October 1 last?

Mr. Chamberlain said that the capital value of the reduction of the annual Exchequer subsidy for houses completed after October 1 amounted to £25. The actual saving to the Exchequer would depend on the number of houses built while the reduced subsidy was operative.

COMPETITION CALENDAR

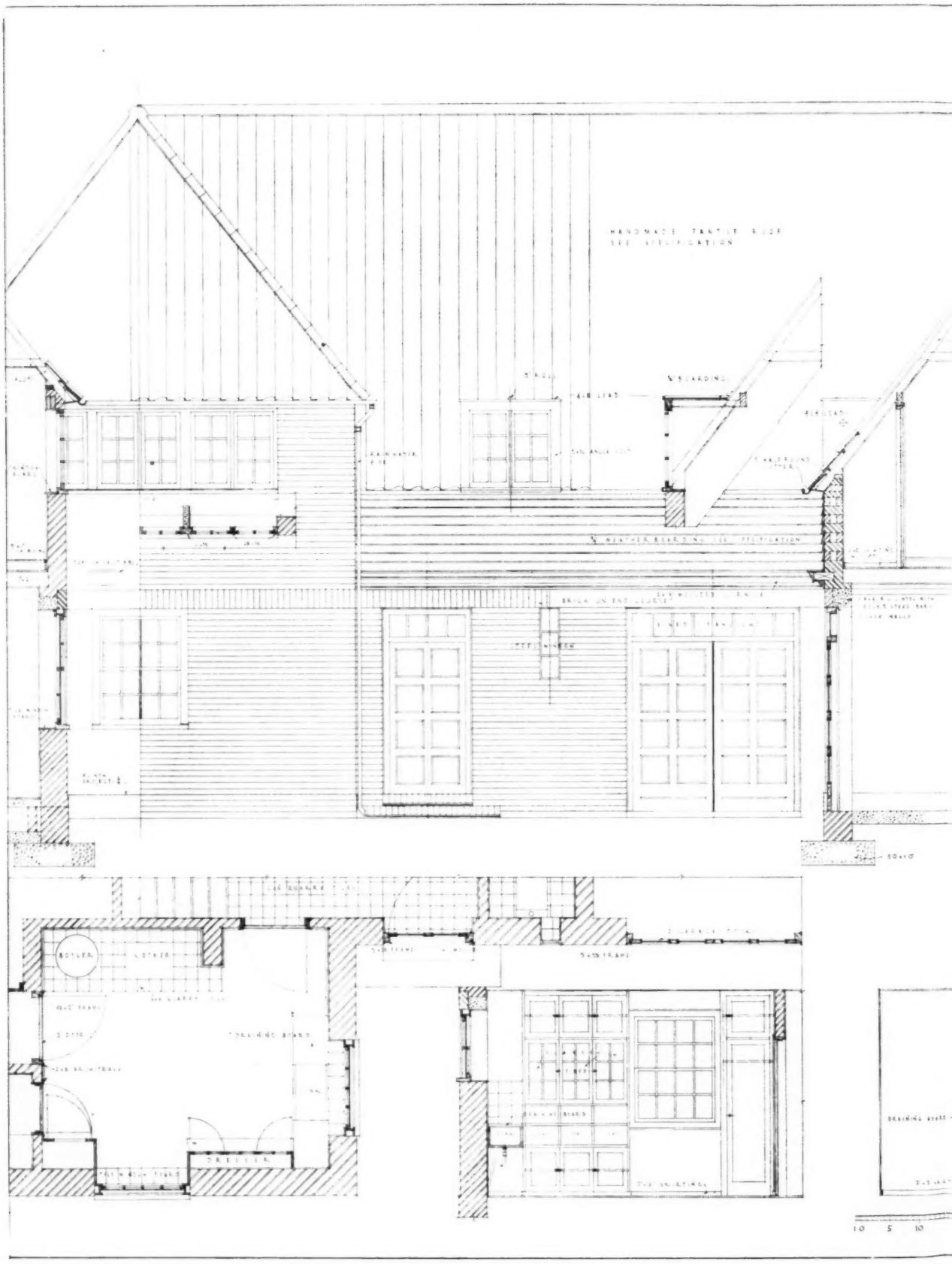
The conditions of the following competitions have been received by the R.I.B.A.:

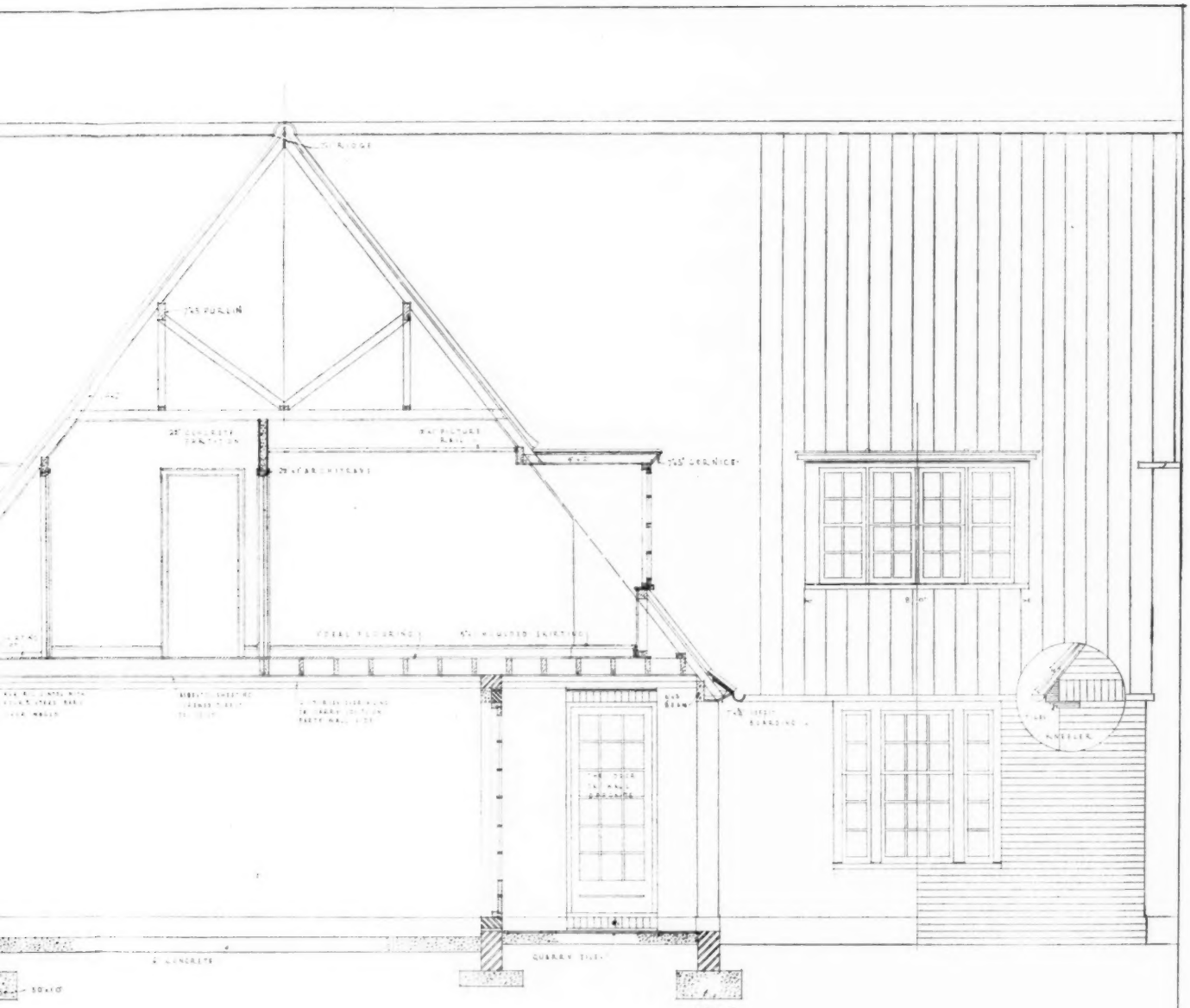
January 11. Senior Boys' and Girls' School, Loughborough, for the Education Committee. Assessor, Mr. Fred Broadbent, F.R.I.B.A. Premiums: £100, £50, and £25. Particulars from Mr. E. A. Jarratt, Secretary, Education Offices, Loughborough.

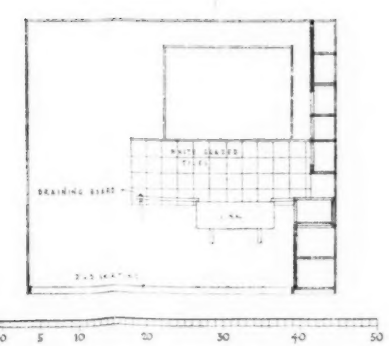
January 31. Municipal Offices, Shops, etc., in Narrow Street, Peterborough, for the City Council. Assessor: Sir R. Blomfield, R.A. Premiums: 500 guineas, 250 guineas, and 150 guineas. Particulars from Mr. W. H. A. Court, A.M.I.C.E., City Engineer and Surveyor. Deposit £1 1s.

March 10. Senior School at Kirkdale, Southport. Assessor, Professor S. D. Adshead. Premiums of £100, £75, and £50. Particulars from Director of Education, Municipal Buildings, Southport. Deposit 10s. 6d.

March 30. Municipal College of Technology, Manchester, extension. Assessors: Messrs. Alan E. Munby, H. M. Fletcher, and Francis Jones. Premiums: £500, £400, and £300. Particulars from Mr. P. M. Heath, Town Clerk.


HANDMADE PANTILE ROOF
SEE SPECIFICATION
WEATHER BOARDING
RAINWATER PIPE
BRICK ON END COURSE
BOILER
LOBBY
DRESSER
10 5 10





PAIR·OF·HOUSES·ON·SOUTHWAY·
HAMPSTEAD·GARDEN·SUBURB·
FOR·S·S·BULLOCK·ESQ·
HALF·INCH·DETAILS·

C·H·JAMES·A·R·I·B·A
ARCHITECT·
15·GOWER·ST·W·C·1·
DRAWING·No·163/2·
MARCH·1926·

DETAILS OF A PAIR OF HOUSES IN SOUTHWAY, HAMPSTEAD GARDEN SUBURB. BY C. H. JAMES. PHOTOGRAPHS OF THESE HOUSES APPEAR ON PAGES 820 AND 821 OF THIS ISSUE.

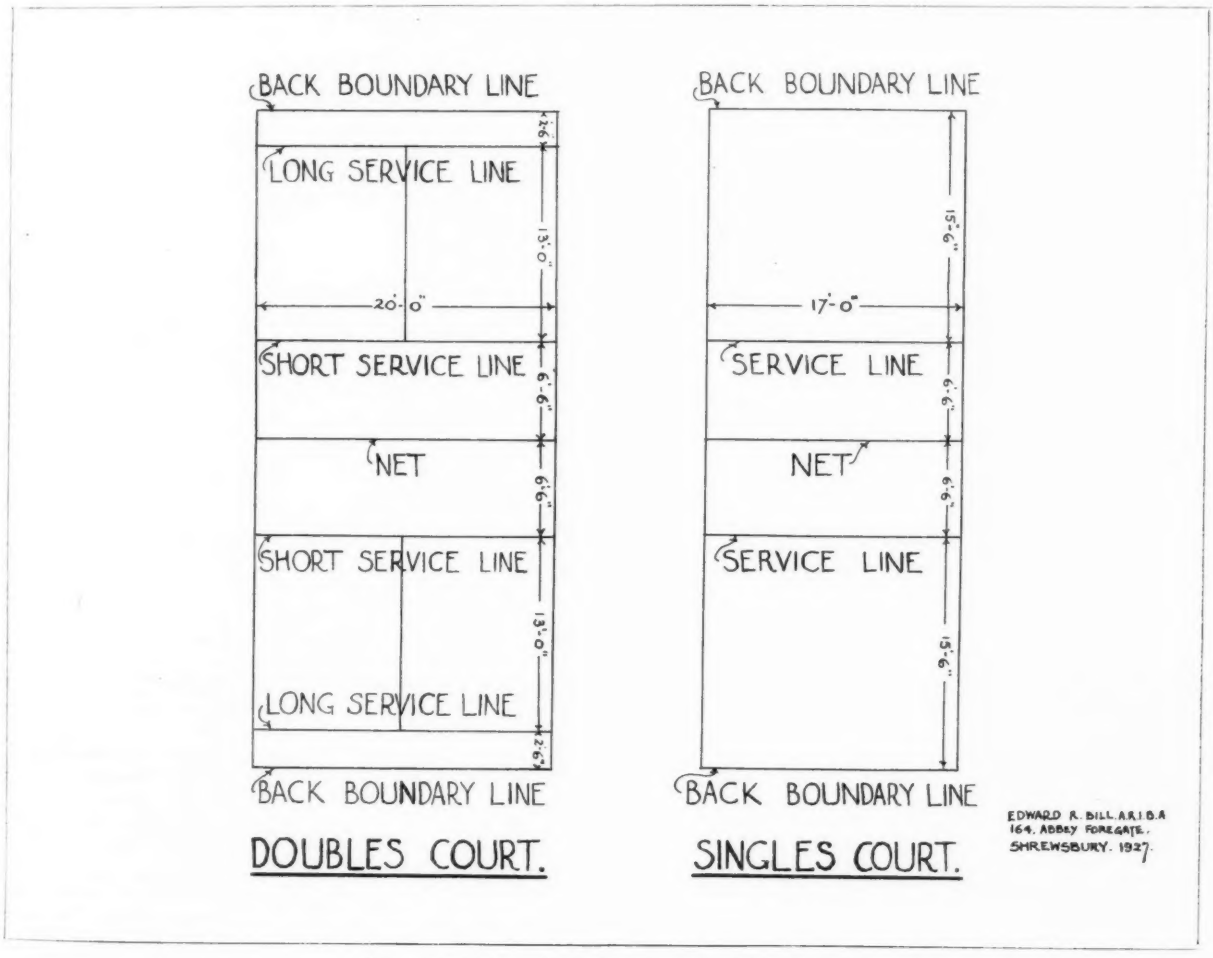
BADMINTON COURTS

[BY EDWARD R. BILL]

THE game of badminton may be roughly described as a form of lawn tennis in which a shuttle weighing between 73 and 85 grains and containing from fourteen to sixteen feathers is used instead of a ball. Badminton, like tennis, can be played in singles and doubles. A doubles court should measure 44 ft. long between the back boundary lines and 20 ft. wide. The net is fixed as in tennis, transversely across the centre of the court, and, in the case of badminton, is 22 ft. from each back boundary line. The height from the ground to the top of the net is 5 ft. in the centre, and about 5 ft. 1 in. at the side supporting posts. The net is only 2 ft. 6 in. in depth, and therefore the bottom is 2 ft. 6 in. off the ground. At a distance of 6 ft. 6 in. on each side of the net a "short-service line" is marked across the court parallel to the net; 13 ft. back from the "short-service line" and parallel to it is the "long-service line," which thus comes 2 ft. 6 in. within the back boundary line. The centre of the "short-service line" is joined to the centre of the "long-service line" by a line on the court dividing the space into "right-hand" and "left-hand" courts.

A singles court is the same length as a doubles court, but it is 17 ft. (instead of 20 ft.) wide. In this case the "long-service line" is omitted, and consequently each service court is 2 ft. 6 in. longer than in the doubles court, and reaches to the back boundary line. One of the chief advantages of badminton in comparison with tennis is the relative smallness of the former court which frequently enables the game to be played under cover of a roof which would be totally inadequate to accommodate a tennis court. Badminton can thus be played throughout the winter months when tennis is generally impossible. The floor of an inside court is sometimes formed of asphalt or cement; the patent red polished non-sweating material used by the Bickley Company has proved highly satisfactory in every case where it has been employed.

In the case of outside courts special care must be taken to select a site sheltered from prevailing winds, as courts in an exposed position are frequently rendered useless for play through neglecting this precaution. This point was vividly impressed upon the writer at a recent visit to some splendid new tennis courts in the North of England which, although constructed regardless of expense, were more often than not quite useless for their purpose owing to the site being exposed to a strong sea breeze.



Plans of Doubles and Singles Courts. By Edward R. Bill.

ST. PAUL'S CATHEDRAL: CRITICISM AND PROGRESS

[BY WILLIAM HARVEY]

A DESCRIPTIVE paragraph in the *Journal of the R.I.B.A.* for November 26, and the recently published Fifth Progress Report of the Works Sub-Committee reveal the greatly increased scope of operations now in hand at St. Paul's Cathedral, and point to a profound alteration in theory and practice of the custodians since the publication of the original proposals to patch and grout the main piers of St. Paul's "without serious disturbance to the services." Among the items now being pressed forward, but which were absent from the first inadequate scheme, and which were also immediately suggested by critics of it, may be mentioned:

1: The use of reinforcement in the piers in addition to grouting.

2: The insertion of tie-bars to bind together the piers and the corner bastions of the building.

3: A certain amount of shoring to resist the pressure of the grouting.

4: The commencement of an accurate survey, which is to be continued throughout the building.

5: A scheme for bracing the drums of the dome.

6: The use of models as aids to study and analysis.

This list must not be taken as suggesting that all is now right with the Cathedral, and that custodians and critics are now in perfect accord, but it does indicate a great advance on the part of the custodians towards a better recognition of the very grave state in which the building stands. In place of the dead-and-alive hopelessness of the St. Paul's Commission's Second Interim Report, with its inept acquiescence in the prospect of the demolition of Sir Christopher Wren's dome in the near future, there is at least the sense of something attempted on its behalf. That this attempt will be successful is not yet by any means fully assured. The minutely accurate analytical survey, which should precede the application of any comprehensive scheme, is still incomplete, and important facts as to the extent of the overhang of the outer walls may not yet have been learnt, or their bearing upon the yielding of the buttressing masses fully comprehended.

The close inter-relation between defects in the central piers with yielding of the outer walls was indicated in my articles in THE ARCHITECTS' JOURNAL of January 14 and 21, 1925, and in my book, *The Preservation of St. Paul's Cathedral*, where an analytical model is also illustrated which shows the effects of pressure in bursting asunder the several parts of the building. The model also shows the benefit which might be derived from bracing between the inner and outer drums of the dome, and of spreading the weight of the drums over the outer portions of the eight main piers, provided always that the more dangerous outward thrust which will be generated as the result of these weight-spreading operations is completely and permanently controlled.

Another element in the enlarged programme of repairs which is far from satisfactory is the shoring provided for temporary support during the progress of operations. The support of the shores on the floor of the Cathedral, instead of upon a sound foundation, would render them valueless if any serious slip in the old structure should occur during the course of the work. That irreparable, uncontrollable slips do take place unexpectedly, and while architects of repute are executing repairs, was demonstrated at Chichester Cathedral and at Venice, and more recently, the crashes in the West End and in Cornhill, have shown how impossible it is to execute emergency shoring when once conspicuous movement has started.

I pointed out in *The Preservation of St. Paul's Cathedral* that in great arch and buttress buildings with arches elevated upon vertical piers there is a slow, practically imperceptible, movement which goes on year in and year out, which enfeebles the material of the structure and disintegrates it fibre by fibre and grain by grain at the same time that it bends the members and applies the loads with ever-increasing eccentricity, until crashing point is reached; and that it is only a matter of hours between the start of conspicuous movement and the final fall. There is no *timely* warning except the small cracks and bulges which are revealed by careful analytical survey. The admission in the Progress Report that *most* of the original iron tie-bars used by Wren to bind the piers to the bastions were found in a *broken condition* is an example of this piecemeal disintegration which fully justifies those who maintained that the building is in a very dangerous condition, and that comprehensive measures would be needed to prevent its fall at an unknown, but comparatively early date. Sir Christopher Wren did not insert the iron ties for nothing, and once broken, his purpose in inserting them is frustrated. Reinforcement between the piers and the bastions was recommended in my articles and my book, and illustrated in diagrams forty-three and forty-five, and in the model, figures sixty-four and sixty-five.

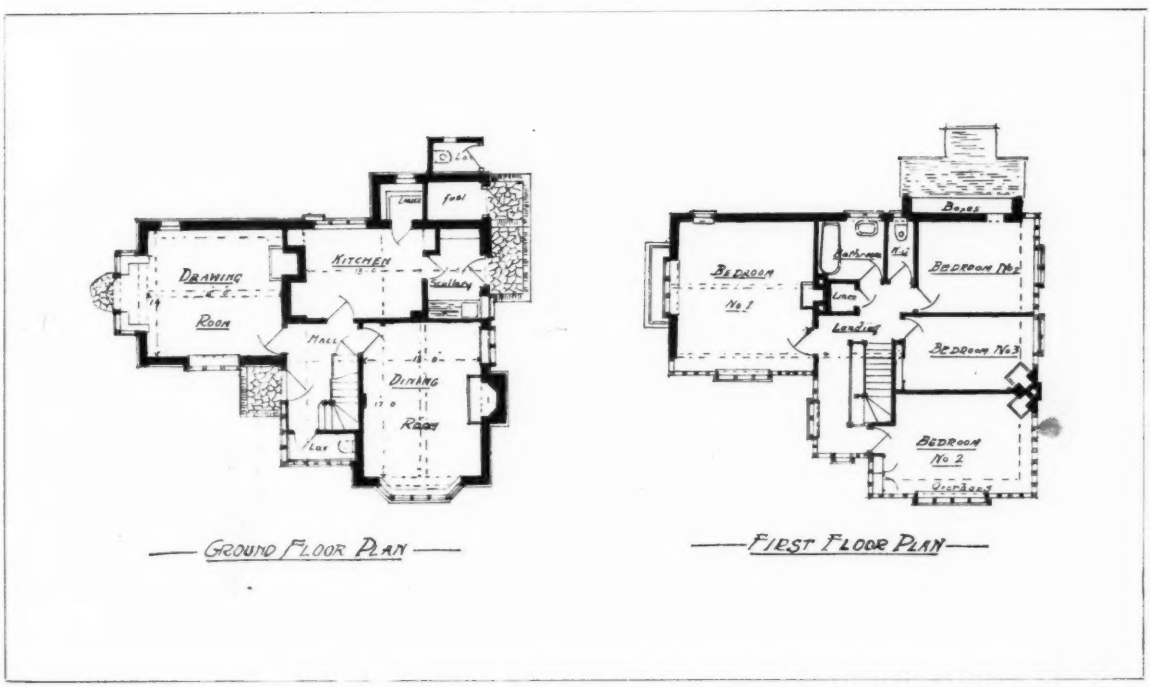
In view of the fact that so many of the items included in the Fifth Progress Report were first suggested by outside criticism, the statement in this Report that "In carrying out the work it has not been found necessary to make any material deviation from the recommendations contained in the report of the Commission of Architects and Engineers, dated February 14, 1925," might seem inexplicable, until it is remembered that criticisms published in January had already been incorporated in the February report. It would be a pity if over-sensitive regard for their reputation for originality or consistency should handicap the custodians in their duties. To be perfectly consistent for three years on end, in spite of admirable opportunities for study, would only indicate mental inertia. Fortunately, the custodians are not quite so stupid as their protest might lead the unwary to believe, and though the profound change in their opinions is best seen by contrasting the Commission's report of December 29, 1924, with the present programme, advances have also been made since February 14, 1925. This is apparent when the present proposal to brace the drums of the dome is compared with the statement in the report of February 14, 1925, that "natural arch action . . . has the effect of transmitting the weight borne by the piers directly to them without making great demands upon the ribs of the main arches themselves."

If "natural arch action" is saving the situation, and kindly doing it gratis, why incur the risk, trouble, and expense of bracing? The idea that concentrated eccentric loading was responsible for damage was put forward in my articles and my book, but it was hotly contested in the Commission's final report, so that it is a sign of real progress that the custodians now recognize that something more than "natural arch action" is needed.

But in spite of this progress on the part of the custodians, their scheme is still open to very serious objection, both on account of the fact that it is still inadequate to the needs of the building and leaves certain cardinal defects unprovided for, and that the method of carrying out the work without a sound foundation for the temporary shores involves serious risk during the actual building operations.

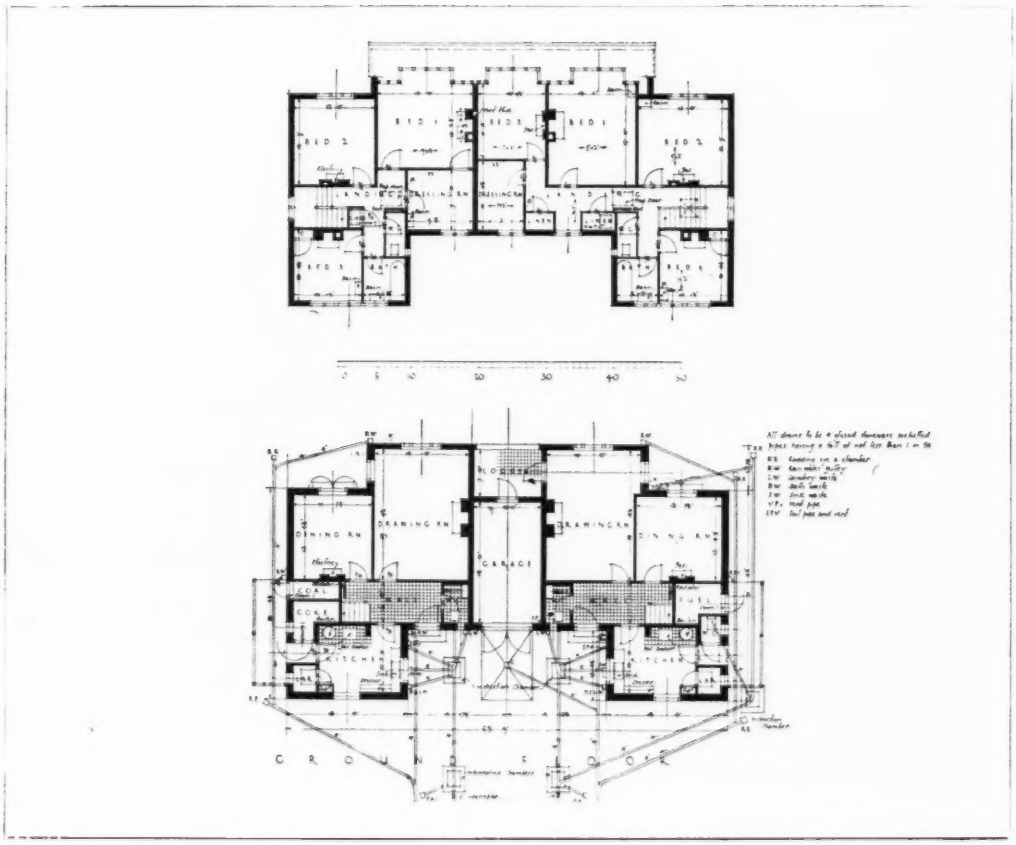
Whether a rational and comprehensive scheme will be composed and completed in time to save the building is still an open question. It has taken the custodians nearly three years to appreciate and to adopt, in modified form and piecemeal, about one-half the suggestions placed before them within a few days of the publication of the original patching scheme. That they are slowly coming to understand the needs of the building is something gained, and I welcome their reluctance to take on new ideas untried, for personal investigation is the only definite basis of agreement in a science so unusual as this one of the analysis and repair of ancient monuments; but time is passing. Will it be another three years before they learn the cardinal principle of the conservator's art, and find the courage to put it into practice? Now that the initial resistance has been overcome, and the central part of the Cathedral has been closed, it would be a tragedy if it were reopened prematurely, before the deficiencies developed during more than two centuries are completely made good. Wren's building must be made secure for future generations, not left to them in a derelict condition to be demolished in the interests of safety.

CURRENT WORK

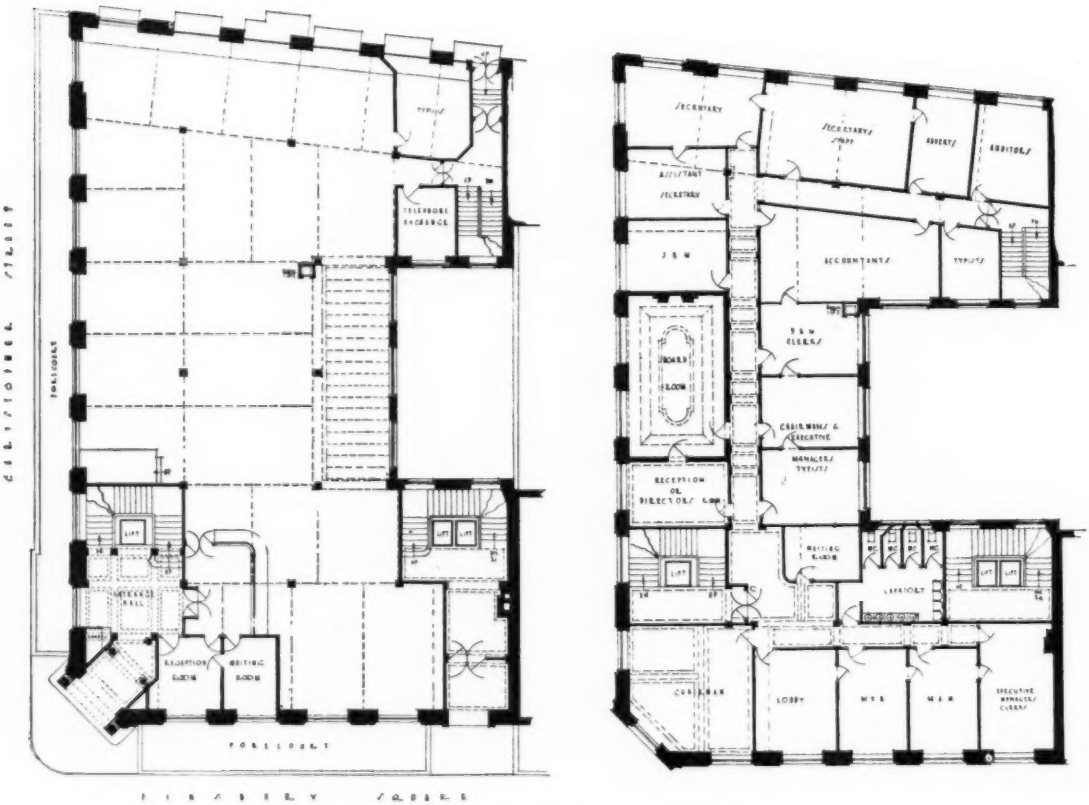


Tudor house, Oxted, Surrey. By A. Casse.

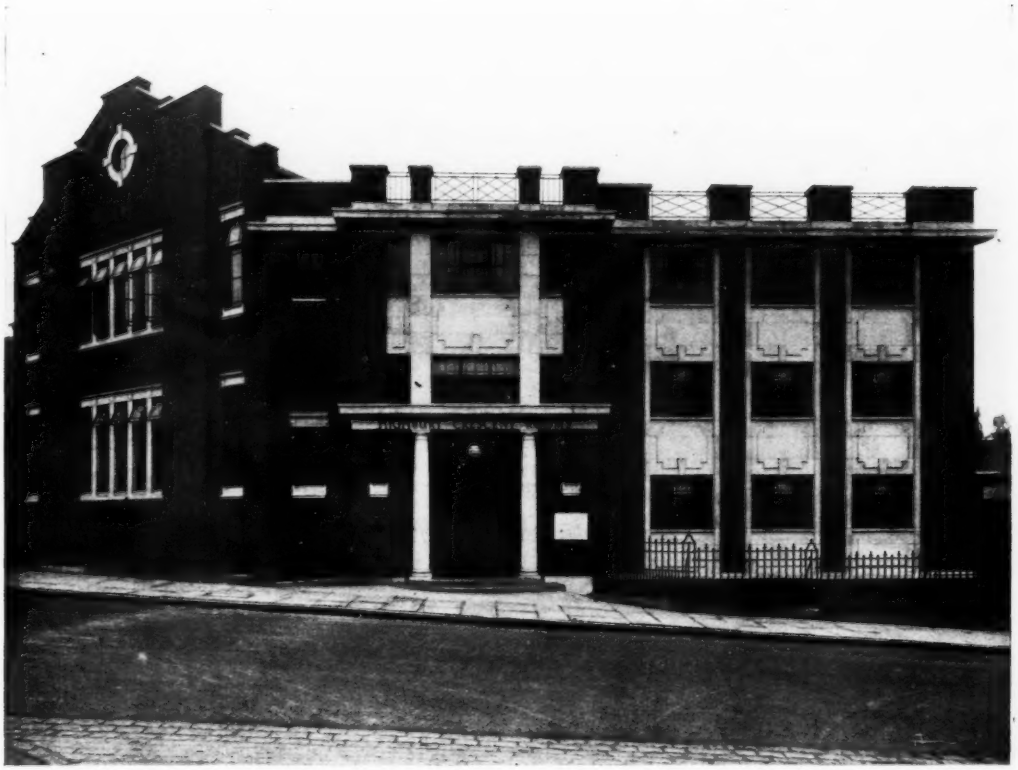
A pair of houses, Nos. 30 and 32 Southway, Hampstead Garden Suburb. By C. H. James. Above, the north (entrance) front. Below, the garden front.

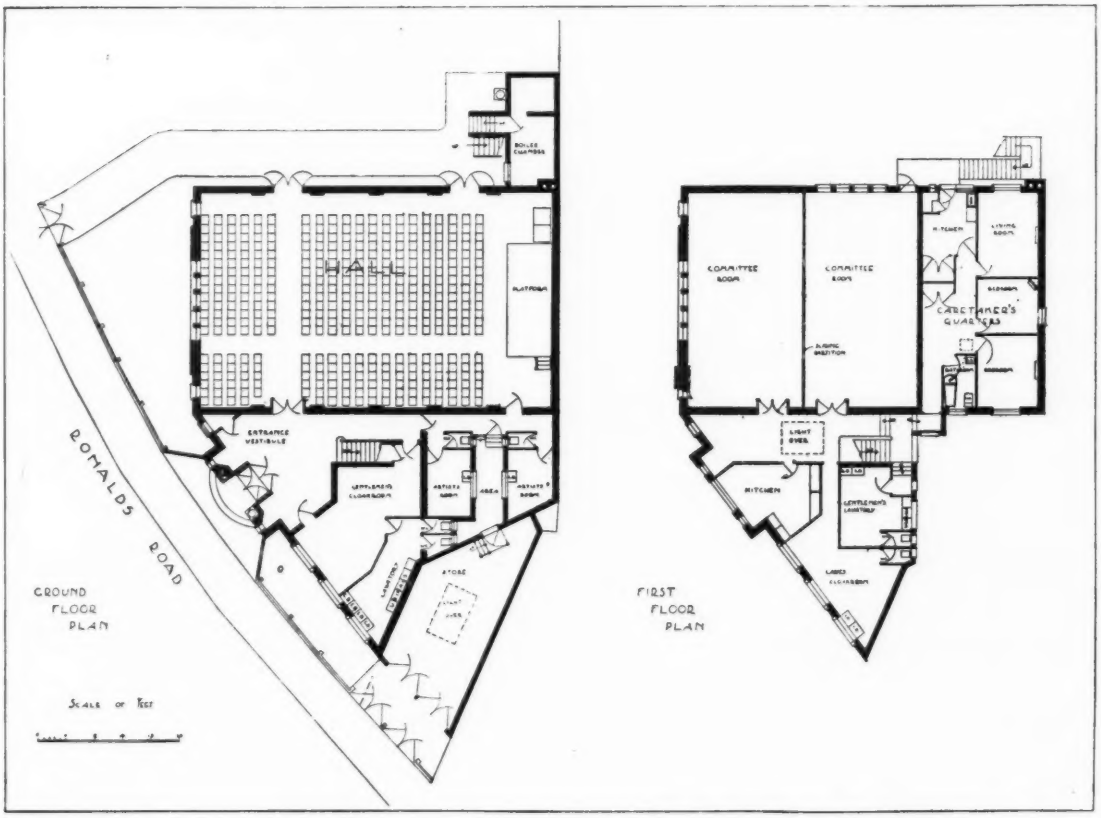


A pair of houses in Southway, Hampstead Garden Suburb. By C. H. James. Above, the living-room in No. 30. Below, the plans of both houses.

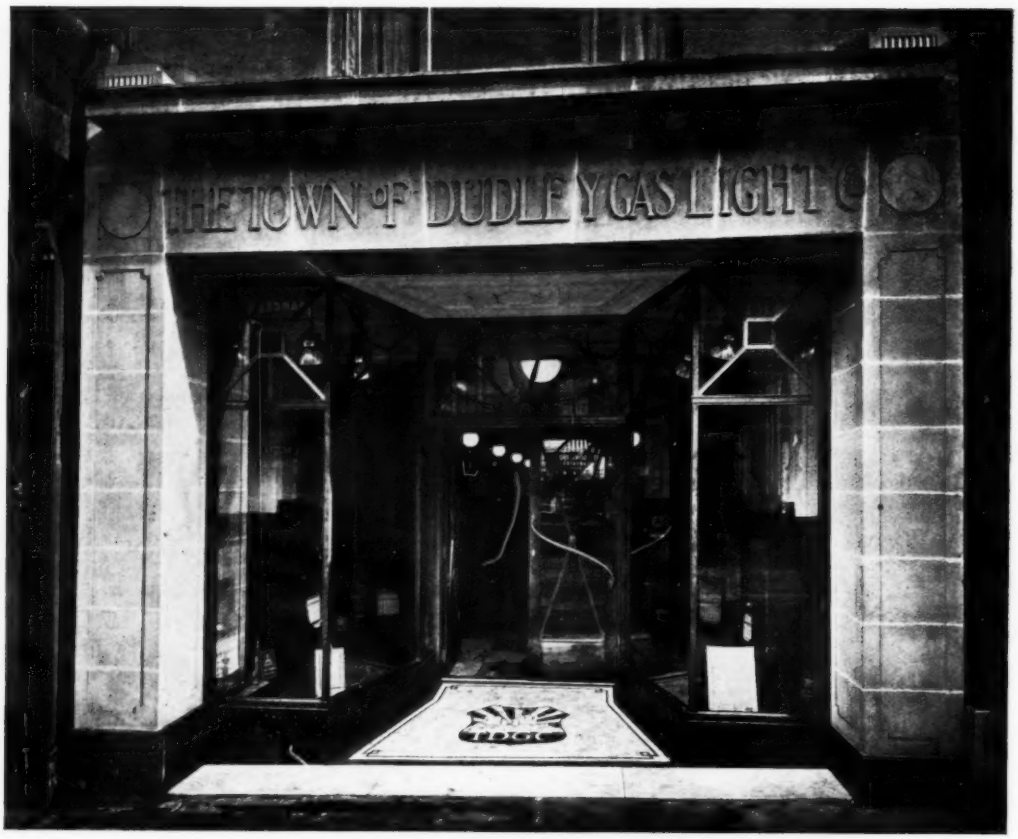


Maypole House, Finsbury Square, E.C. By W. A. Lewis.
Above, a general view. Below, plan of ground and first floors.

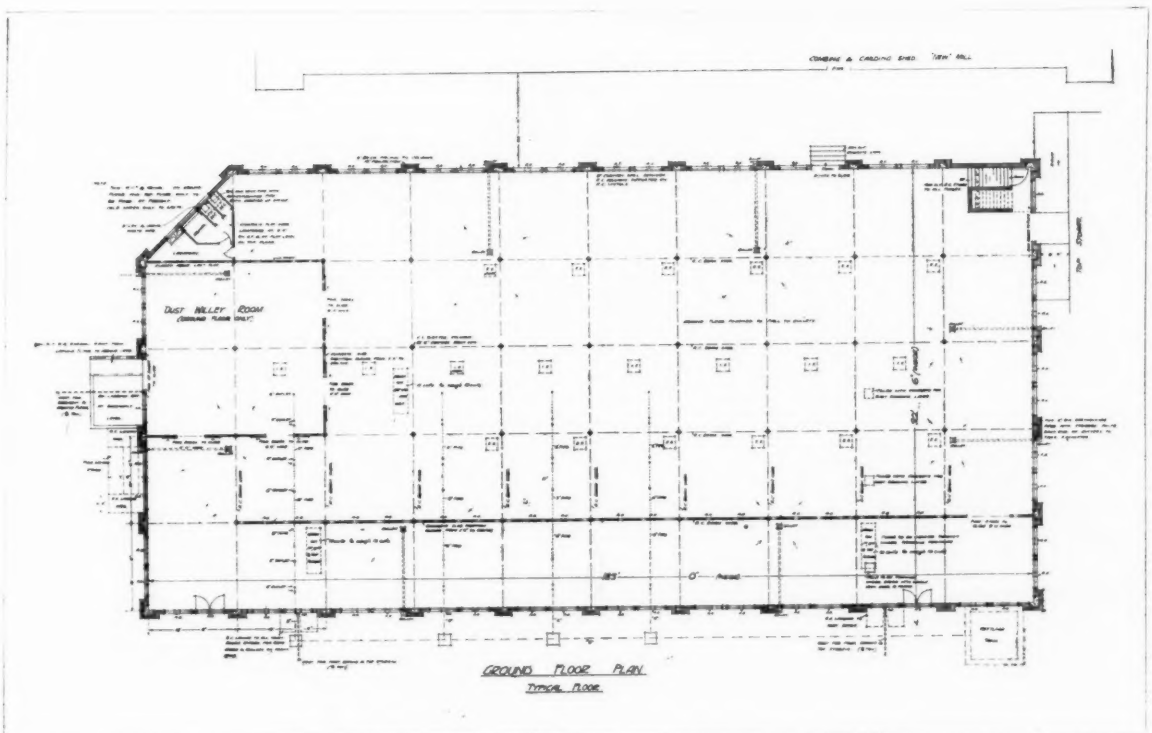




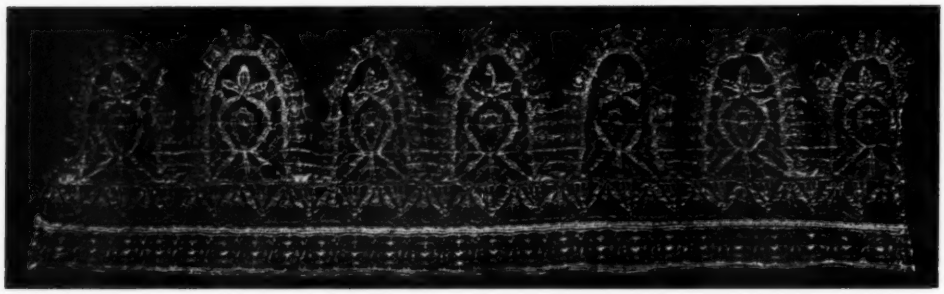
Highbury Crescent Rooms, London, N. By M. K. Matthews.



The Town of Dudley Gas Light Company's Premises. By A. T. Butler. Above, the entrance. Below, a showroom.



New warehouse for Messrs. Patons and Baldwins, Ltd., Wakefield. By Newbold and Hartley. Above, the arcade; and glazed roof over space between new warehouse and old mill. Below, the ground-floor plan.

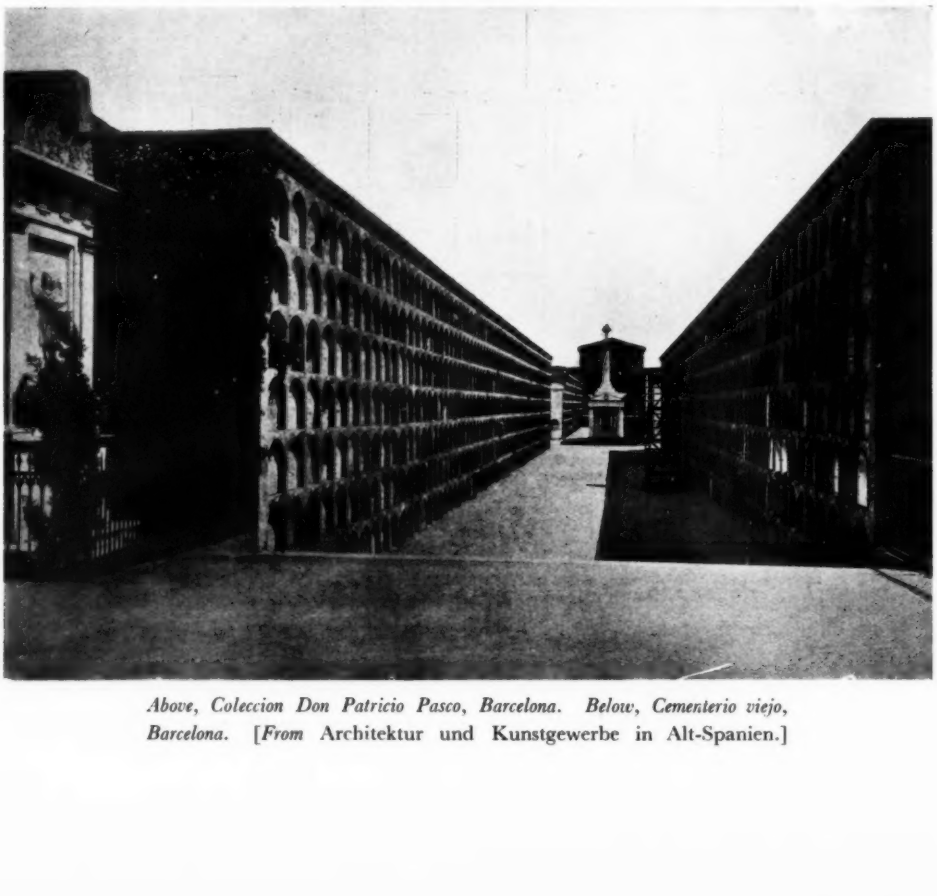


LITERATURE

DECORATIVE SPAIN

THERE are twelve pages of text in this volume, and 200 full pages of illustrations. It is a pity that so excellent a publication is not fully available to every student and lover of Spanish architecture and furnishings, for though photographs tell their story in black and white, the text is German, the captions to the pictures Spanish and German. Even so the book is intensely exciting. The photographs succeed as much in making, as in taking, pictures of the outlines and details of the main varieties of Spanish styles, and the preface by Professor A. L. Mayer is succinct and helpful as an historical and regional summary. The outline of the architecture is completely given except for the very early and quite late periods. It might have been advantageous to include photographs, for instance, of (a) one of the Roman aqueducts which so often bridge the landscape; (b) some fascinating little Early Romanesque churches with interior frescoes complete, hidden in the northern mountains; (c) an example of modern striving for volume such as the Sagrada Familia or the Bullring at Barcelona; and (d) two or three modern villas of the suburban class. No plans or sections are given, probably because the book is mainly for the rush-hour public, but is it not time that the sugar of photography was used to help the pill of geometry down the public's gullet?

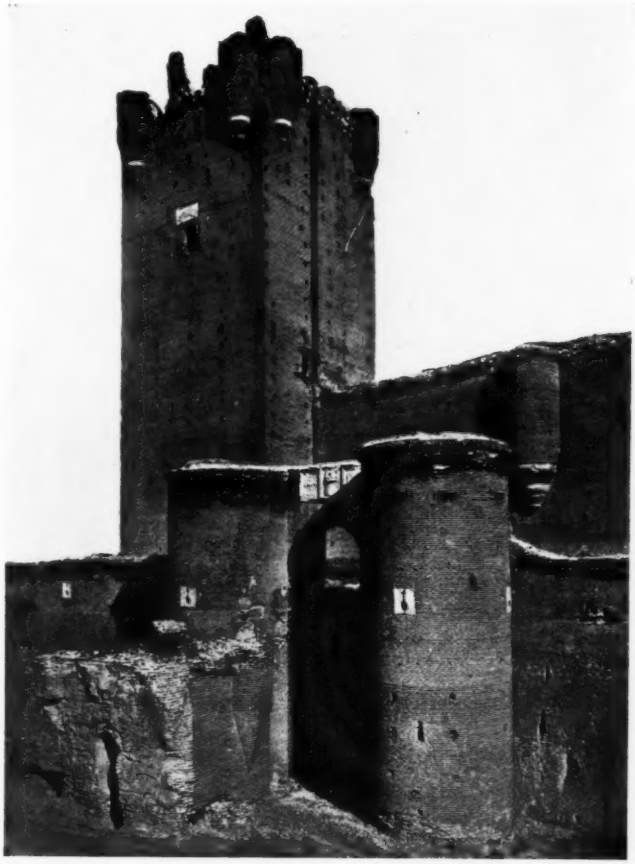
As Professor Mayer says, the freshness of the Spaniard's work to the eye of other Western Europeans is due to the interpenetration of Western and Eastern art concepts. There has never been a complete fusion of the two; the exchange of ideas still proceeds, and helps to enliven that eclecticism so old in Spain, so frequently enriched by calling in foreigners to aid in the great works of princes and churchmen; often two and sometimes three styles have been running at the same time. A rough division is as follows: Roman classic up to sixth century; Romanesque or Byzantine, fifth to twelfth century; Moorish, first style, eighth to tenth century, second, eleventh to thirteenth, and third, thirteenth to fifteenth century; Gothic and Moz-Arabic, thirteenth to sixteenth; Mudehar, fourteenth and fifteenth centuries; Plasteresco, sixteenth and seventeenth centuries; Unornamented, sixteenth and seventeenth centuries; Churrigueresco, eighteenth century; Classic, sixteenth century to present day.



Above, Coleccion Don Patricio Pasco, Barcelona. Below, Cementerio viejo, Barcelona. [*From* Architektur und Kunstgewerbe in Alt-Spanien.]

Of the great personalities who have initiated the later styles the following names should always be famous: Henrico Egas (patron, Cardinal Cisneros), who developed the plasteresco; his son-in-law, Antonio Corvorrubias, who used the classic orders; Herrera, whom Philip IV ordered to carry out the Escorial unadorned; and José Churriguera, whose achievements were hailed at the time as really worthy of the Spanish people, and have been so condemned in English text- and guide-books.

Professor Mayer on Churriguera is extremely suggestive and interesting; he says: "We find everything subordinated to produce the transcendental. . . . Up to the time of Churriguera the richness of ornament is concentrated on the doorway, but now the whole façade up to the roof is decorated, and the carved altar-piece is formed and decorated as a special feature." Again he speaks of "the enormous enthusiasm felt for Churriguera and his scholars." Any type of architecture which is really popular has in Plasteresco art, decoration in stone took this appearance of the curtain, i.e. of being something valued more for its own sake than as a reinforcement to the whole design of the building. The great plasteresco successes at Salamanca have drawn modern Spanish architects thither for the inspiration of a truly national style to declare the lately revived national consciousness. The General Motors Building and the Ministry of Marine office at Madrid and the Exposition Buildings at Seville are excellent results. But, on the other hand, the Desornamentado style of the Escorial buildings in Castile will never lose its response to the sombre Castilian dignity; it is the military architecture of a military nation. And it seems ultra-masculinity has saved Churriguera from the worse inanities of the Italian decorator and the most meretricious performance of the French. Churriguera's work is sincere; his decoration has always body to it, not infrequently it has depth, sometimes, like Dickens, it flops to bathos. The fact



Medina del Campo, Castillo de la Mota. [*From* Architektur und Kunstgewerbe in Alt-Spanien.]

prima facie the right to exist and is defensible. Just as the Italians specialized in mass, and the French have exploited line, so the Spaniards have used the third essential of the architectural trinity, decoration; and once the assumption be granted that it is permissible to make, not line or mass, but decoration, the Lord of Building, the understanding of Churriguera as a great architect has arrived. That Spain should have produced him is in the nature of things, for Spain received and retains the Eastern decorative tradition, and the Moorish work is of that colour and pattern which Venice merely "held in fee." But the native Iberians had also a bias for decoration, and the ironwork in which Spanish craftsmen led was initiated by them, from the nailheads, which by size and numbers covered the doors with glitter, to the church screens thrown like curtains of black lace, or silvered, like white lace, across the solid constructions of the chapels. As Moorish and Gothic began to fuse, first in Mudehar and then that much of the gear and furniture has the same decorative *flair*, points to the same conclusion, which is, that this people by birthright and performance claims the supremacy in decorative architecture.

The Polychrome Ceramic art is almost as good as the monochrome of the iron; it was used, not only for cups and teapots, but actually for walls and ceilings; in 1770 the pottery of Buen Retiro lined two apartments of the Royal palace at Madrid. At Aranjuez is a slightly earlier example in porcelain of Capo di Monte. Illustrations are also given, amongst other things, of chairs, chests, tables, church gear, tongs (delightful), combs, laces, carpets, and glass. Altogether a charming and instructive book.

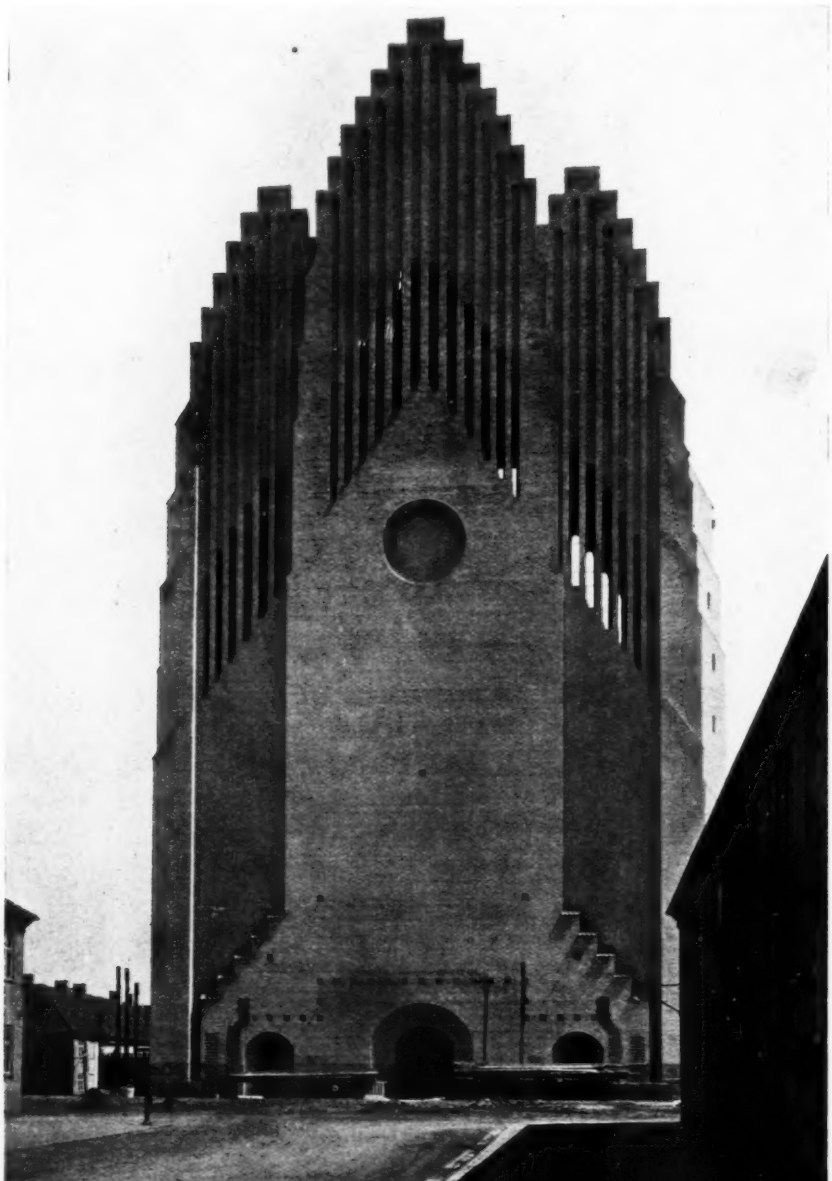
P. M. STRATTON

Architektur und Kunstgewerbe in Alt-Spanien. Delphin-Verlag, Munich. Professor Mayer.

MODERN DANISH ARCHITECTURE

There can be no observant English traveller in Denmark who does not quickly become aware of certain similarities between his own and the foreign country; similarities which he will note between the people of the two countries and between their landscape. But he will note, too, equally pronounced differences, the chief of which is that, whereas England is predominantly an industrial country, Denmark is predominantly agricultural. In the architecture, too, he may expect to find certain similarities and certain differences. And find them he will. Thus brickwork is there, as here, the traditional building material, and the Town Hall at Copenhagen is a product of an arts and crafts movement which will call to mind English buildings of a corresponding epoch.

The similarities between the modern architecture of the two countries is most evident in domestic work, a similarity which is growing owing to the increasing tendency over here to use various forms of interlocking tiles. In the best work of both countries there is a certain pleasant sedateness and homeliness as of peoples who are essentially home-loving and refuse to permit the extravagant or the bizarre to establish themselves across their thresholds. The best domestic work, in fact, is along traditional lines. The differences between the modern architecture of the two countries is most evident in commercial architecture. The big buildings of Copenhagen never resort to methods of intimidation to assert themselves. Indeed, very rarely do they attempt to assert themselves. They are carried out for the most part with a consistently austere grace. Much of the work of this class is curiously reminiscent of Soane, for whose work the Danes have a very great admiration. This reminder comes in the delicacy of treatment, the broad-tinted



Grundtvigs Church, Copenhagen. By P. V. J. Klint, 1926. [*From* Modern Danish Architecture.]

surfaces, the thin, reed-like lines, and the absence of big internal mouldings, and the use of the Orders. There is a pleasing spareness and grace, sometimes amounting almost to parochial frugality, about some of the commercial offices; but whatever the quality, it comes as a happy relief to eyes weary and jaded with the strident declamations of much contemporary English commercial architecture.

In this volume there is scarcely a building among its hundred plates that does not give pleasure. It would be difficult—extremely difficult—to gather together so many worth-while modern buildings from many a much larger country than Denmark. The photographs are all excellent, and the introduction, by Herr Aage Rafn, brief and interesting. The contents of the book are certainly a valuable addition to our over-accumulation of knowledge, and the perusal of it is most stimulating and enjoyable. H. J. B.

Modern Danish Architecture. Edited by Kay Fisker and F. R. Yerbury. London: Ernest Benn, Ltd. Price 32s. 6d. net.

CHARING CROSS BRIDGE

Following are copies of the correspondence which has taken place between the R.I.B.A. and the Ministry of Transport with regard to Charing Cross Bridge:—

August 9, 1927.

SIR,—I am directed by the Council of the Royal Institute of British Architects to suggest to H.M. Government that, as architectural problems are likely to arise during the investigation of the problem of a new Charing Cross Bridge, an architect should be added to the committee of engineers now charged with the inquiry.

My Council would be very glad if you will be good enough to give this suggestion your careful consideration and, if possible, to act upon it.

I am, sir,
Your obedient servant,
(Sgd.) IAN MACALISTER,
Secretary.

Lt.-Col. Rt. Hon. Wilfrid W. Ashley, P.C., M.P.
Minister of Transport,
6 Whitehall Gardens, S.W.1.

Ministry of Transport,
Roads Department,
Whitehall Gardens, S.W.1.
August 23, 1927.

SIR,—I am directed by the Minister of Transport to refer to your letter of August 9, and to inform you that engineers have been appointed for the purpose of investigating the practicability, alignment, and cost of the suggested bridge at Charing Cross, and that it is not considered that any architectural problems are likely to arise at this stage, and accordingly the Minister is of opinion that no useful purpose would be served by the appointment of an architect to collaborate with the engineers at the present time.

I am, sir,
Your obedient servant,
(Signed) J. S. POOL GODSELL

The Secretary,
The Royal Institute of British Architects.

November 4, 1927.

SIR,—I have now brought your letter of August 23 before the Council of the Royal Institute of British Architects, and in reply I am asked to call attention to the statement made by the Prime Minister on March 16, 1926, to the effect that the Government "will be prepared to contribute to the scheme if, after examination of its engineering, financial, and æsthetic aspects, it appears satisfactory." Unless this means that an architectural inquiry is to follow the engineering one, which can hardly be the case, it would appear to be essential for the architectural standpoint to be represented on the present committee of inquiry and especially so because the leading architectural considerations are the question of the level of the bridge in relation to the Strand, the alignment of it as affecting the matter of sites for important buildings, and, most important of all, the question of whether the bridge should carry both roadway and railway, or the railway be taken under the river at some convenient point.

The design of the bridge itself as an architectural composition is, of course, very important, but these other considerations and possibly many more are fundamental and should certainly not be dealt with by engineers alone.

I am directed to express the hope that the matter may have further and very serious consideration and that steps may be taken to ensure that the architectural aspects of the problem may be dealt with on broad lines at the outset.

I am, sir,
Your obedient servant,
(Sgd.) IAN MACALISTER,
Secretary.

J. S. Pool Godsell, Esq.,
Ministry of Transport,
Roads Department,
Whitehall Gardens, S.W.1.

November 28, 1927.

SIR,—With reference to my letter of August 9, 1927, your reply of August 23, 1927, and my last letter of November 4, 1927, to which I have not yet received a reply, I am desired to point out to the Minister of Transport that the subject of this correspondence is one of very great interest to the architectural profession, and that it is desirable that the attitude taken by my Council in the matter should be made known without delay. My Council therefore desire me to send at once to the public Press copies of the correspondence that has passed between us. Before this action is taken I shall be obliged if you will kindly let me know whether the Minister of Transport has any objection to such publication.

I am, sir,
Your obedient servant,
(Sgd.) IAN MACALISTER,
Secretary.

J. S. Pool Godsell, Esq.,
Ministry of Transport,
Roads Department,
Whitehall Gardens, S.W.1.

Ministry of Transport,
Roads Department,
Whitehall Gardens, S.W.1.
December 1, 1927.

SIR,—I am directed by the Minister of Transport to refer to your letters of November 4 and 28 on the subject of the investigation which is now proceeding into the question of the construction of a double decker road and railway bridge at Charing Cross.

I am to enclose a copy of a Parliamentary question which was addressed to the Minister on November 29 and of the Minister's reply.

As stated in this reply, the examination of the scheme of the Royal Commission is for the present directed primarily to its engineering and financial aspects. Your Institute may rest assured that the Minister recognizes the importance of architectural considerations which must arise in connection with a project of this kind, and that they will not be overlooked, but he does not consider that any useful purpose would be served by an examination of the architectural and æsthetic aspects of the scheme until its general features, which must depend on engineering and financial considerations, have been investigated.

I am to add that the Minister has no objection to the publication of this correspondence in the Press should the Royal Institute of British Architects so desire.

I am, sir,
Your obedient servant,
(Sgd.) H. H. PIGGOTT,
Assistant Secretary.

The Secretary,
Royal Institute of British Architects.

PARLIAMENTARY DEBATES

House of Commons, November 29, 1927

Sir William Davison asked the Minister of Transport whether he can inform the House as to the progress which has been made by the committee of engineers who were appointed in March last to examine the scheme of the Royal Commission for a double decker road and railway bridge at Charing Cross, having regard to its engineering, financial, and æsthetic aspects; and when it is likely that their report will be submitted to Government and to Parliament?

Colonel Ashley: The examination of the scheme of the Royal Commission for a double decker road and railway bridge at Charing Cross is for the present directed primarily to its engineering and financial aspects. The problem is one of great difficulty and complexity, and although all possible progress is being made I do not anticipate that the engineers charged with the investigation will be in a position to report before next spring. I should add that the engineers received their instructions on May 14 last, and not in March, as stated in the question.

R.I.B.A. NEW MEMBERS

At the last general meeting of the R.I.B.A. the following members were elected:

As Fellows (27)

Angel, R. J., M.INST.C.E.
Bridgman, G. B.
Burlingham, A. C.
Campbell-Jones, O.
Colbeck, H.
Cowles-Voysey, C.
Curwen, Captain J. S., O.B.E.
Dryden, F. M.
Grey, G. W.
Groom, P. J.
Harrison, A. St. B.
Hay, G. M.
Heal, A. V., M.C.
Henriques, E. C.
Hodges, C. V.
Hudson-Holdgate, Lt.-Col. J. G.
Ingram, T. F.
Lidbetter, H.
Lodge, Captain T. A., O.B.E., F.S.I.
Mason, H. C.
McCubbin, D. A.
Pickford, C.
Rayson, T.
Roques, A. W.
Schaerer, T.
Treeby, P. E.
Wynne-Jones, N.

As Associates (61)

Amos, P. C.
Armitage, H. M. A.
Austin, C. B.
Banks, A. V.
Bates, J. H. M.
Birkett, P. W.
Blackshaw, M. B., B.A. (Cantab.).
Boyd-Barrett, J. R.
Burnett, G. A.
Curtis, W. R. H.
Dobie, W. H. G.
Drummond, J.
Durward, F.
Evans, H. B.
Fisher, W. R. F., B.A. (Cantab.).
Fitton, R. A.
Furois, L. P.
Fyvie, H.
Galbraith, T. M.
Goodall, A. E. J.
Hargroves, A. M.
Harper, F. W.
Hill, H. E.
Hughes, Mrs. E. M. W. B., F.S.A. (Scot.).
Hunt, V. C.
Jackson, R. N.
Laskie, J. G.
Leask, P. S.
Le Sueur, G. E.
Mackintosh, Captain G. N., F.S.A. (Scot.).
McLeavy, G. E.
Maclennan, J.
McNeil, P.
Merrifield, C. H. N.
Mollison, W.
Morris, R. P.
Mullins, F. W.
Ogilvie, A. G. W.
Parkin, H. R.
Parr, D. J.
Powell, W. T.
Rees, H. A.
Ridge, G. A.
Rogers, E., B.A.
Scarlett, F.
Sinclair, A.
Sisson, M. A.
Smith, D. A. G.
Smith, R. M.
Stout, H. B.
Tapsell, E. G.
Tempest, B. S.
Templeton, F. O.
Urwin, S. E.
Ward, W. L.
Watt, L. A.
Wood, W. A.
Worthington, T. S. S.
Wykes, H. T.
Wylie, F. R.
Wyness, J. F.

As Hon. Associates (5)

Bone, J.
Conway, Sir W. M., M.P., F.S.A., HON. LITT.D.
Howard, Sir E., O.B.E., J.P.
Kinloch-Cooke, Sir C., Bart. K.B.E., M.P.
Marriott, C.

As Hon. Corresponding Member (1)

Coomans, J.

COMPETITION NEWS

The Practical Housing Competition

Mr. R. Kitching Ellison, A.R.I.B.A., 5 York Buildings, Adelphi, W.C., has been awarded the first prize for the house erected to his designs in connection with a practical housing competition—for houses costing not less than £1,200—recently organized by *The Lady* newspaper.

The Lewis Berger Scholarship

The Royal Society for the Encouragement of Arts, Manufactures and Commerce have issued revised conditions for the Lewis Berger scholarship. The scholarship, of the value of £60 to cover the cost of fees, maintenance, materials, and travelling expenses, is offered for competition annually. It is tenable for a period of three months for the purpose of study in decoration and decorative painting at the Royal College of Art, London, the Edinburgh College of Art, or other approved school, or, if desired, for study in Paris in accordance with an itinerary approved by the Royal Society of Arts. The holder of the scholarship may be of either sex, and must be a *bona fide* apprentice, student, designer or craftsman, either engaged in or preparing to follow the craft of painting and decorating. Candidates must be not less than eighteen or more than twenty-five years of age on May 1 in the year in which the examination takes place. Entry forms can be obtained from the secretary, Royal Society of Arts, by application through the headmaster of any school of art, and must be returned completed not later than January 31 of each year.

TRADE NOTES

Those who are commissioned to undertake the task of designing buildings, the interiors of which will be subjected to the maximum of wear and the hardest knocks, or in which there are refrigerator or cooling-rooms, will be particularly interested in the specialities of the Tucker Armoured Plywood Company, Ltd. These specialities comprise S.C.T. ("Scientifically Cemented Together") plywood and Armourply supersize boards, which may be used for all building and constructional work, and insulating slabs for refrigerators and cooling-rooms. S.C.T. is a scientifically constructed plywood, constructed in either diagonal, two-ply, and three, five or more ply. It is claimed to be a water-resistant plywood board, which will not crack on the face veneers, and which will not warp or buckle after being fixed in position, but will always remain flat. It is also claimed to be stronger than steel per unit of weight, and that when fastened in place it will not break or split if objects strike against it. The plywoods are very smoothly sanded, so that they can be quickly painted or polished and present a flat uniform surface to the eye of the observer. Birch, mahogany, oak, and other woods are supplied to meet customers' requirements. The firm claim that S.C.T. can even be soaked in cold water or oil for months, or be boiled for hours without the slightest injury; that the boards are like spring steel, and if struck will recover their shape; that they can be moulded and bent to various shapes; and that S.C.T. can be fire-proofed to 100 per cent. efficiency without detriment to the cement used in the adhesion of the plies. S.C.T. has been used for external panels on road vehicles for the past five years. Armourply is a panel made in the form of large flat sheets by firmly cementing

thin sheets of steel to light plywood. It is based on an ancient principle used in former times in the construction of shields, by combining a hard metal surface to resist the cutting of weapons, with a wood backing to absorb the energy of the blow. Today the same principle has been found particularly valuable in the construction of side panels for omnibus bodies, trams, vans, and commercial bodies, and for use for other purposes where there are likely to be blows in minor accidents. The modern research laboratory has improved the ancient construction by perfecting a process whereby the steel is firmly cemented to the wood, and the latter in turn is made of several sheets or plies cross-banded to eliminate expansion and contraction and to prevent splitting. The firm's insulating slabs are manufactured in any thickness from ½ in. to 8 in. by means of a special process, whereby special insulating material is cemented between plywood or Armourply boards. When using plywood they may be manufactured to sizes not exceeding 10 ft. × 5 ft. and with Armourply in sizes not exceeding 10 ft. × 3 ft. 6 in. These slabs are used chiefly in the manufacture of refrigerators and for cooling-rooms, both in ships, hotels, and for sound-proof rooms or cabinets, etc. The firm's structural quality plywood and supersize boards are supplied to the Admiralty, Air Ministry, War Office, H.M. Office of Works, Post Office, etc., and can be supplied in any size or thickness. The company are successors to the Vickers plywood business carried on at Creek Mill Plyworks, Crayford, Kent—the present address of the company—for the past seven years. The factory is fitted with special machinery designed by Mr. S. C. Tucker. The company has the advantage of the same technical and practical staff, with all the experience gained during the above period.

Nearly twenty years have slipped away since the Kangrip fittings were introduced to the building industry, and during that period they have been used extensively in every type of building from Royal palaces and public buildings to the lowly hermitage. The fittings are manufactured by Messrs. Wm. Barton and Sons, of Edinburgh, a firm with 125 years of experience, and, it is understood, the pioneers of fittings for light gauge copper tubes. This firm have now issued a new illustrated catalogue and reduced price list in which they set forth the advantages to be gained by using the fittings, and include an impressive list of the more important residences, institutions, public offices, and other buildings in which they have been installed. The fittings have been tested and are approved by the British Water Works Association. They are made on modern precision machines to gauge, all parts are interchangeable, and everything is tested to 360 lb. per sq. in. before dispatch. It is claimed that the fittings reduce labour and cost, and require no screwing, brazing, or soldering. A copy of the catalogue can be obtained on application to the company.

CURRENT WORK

Following are the names of the proprietors, architects, general contractors, and some of the sub-contractors, for the buildings illustrated on pages 819 to 825.

Nos. 30 and 32 Southway, Hampstead Garden Suburb, London, N.W.11. Proprietor, Mr. S. S. Bullock; architect, Mr. C. H. James, F.R.I.B.A.; general contractors, Messrs. Munro, Ltd. Sub-contractors: Stirling and Johnston, New Oxford Street, laying of Collier's hand-made pan tiles; Bratt Colbran & Co., grates and mantels; Ideal boilers; John Bolding and Son, Ltd., sanitary fittings; A. E. Davis, High Holborn, door and window furniture.

Highbury Crescent Rooms, Ronalds Road, Highbury, N.5. Proprietors, Loyal Pride of Islington Lodge of Oddfellows; architect, Mr. M. K. Matthews, F.S.I.; general contractors, Messrs. Dove Brothers, Ltd. Sub-contractors: Permanite Ltd., asphalt; Malcolm Macleod & Co., artificial stone; British Challenge Glazing Co., patent glazing; Hollis Bros., maple flooring; Art Pavements and Decorations, Ltd., patent flooring; Chas. P. Kinnell & Co., central heating; Davis Gas Stove Co., Ltd., gas fixtures; Adamsez, Ltd., sanitary fittings; Crittall & Co., Ltd., casements; William Harland and Son, paints.

Tudor House, Church Lane, Oxted. Proprietor, Mr. J. C. Eggers; architect, Mr. A. Casse, F.S.I., A.M.I.STRUCT.E.; general contractors, Messrs. E. Martin and Son, Oxted; general foreman, Mr. E. Martin, junr.; contract price, £1,722; price per foot cube, 1s. 9d. Sub-contractors: Delabole stone; National Radiator Co., central heating and boilers; Nettlefolds, door furniture; Crittall's, casements and window furniture.

Maypole House, 27, 27a, and 28 Finsbury Square, E.C. Proprietors, the Maypole Dairy Co., Ltd.; architect, Mr. W. A. Lewis; general contractors, Messrs. Prestige & Co., Ltd., who were also responsible for the foundations, reinforced concrete, fireproof construction, partitions, plumbing, plaster, joinery, and mantels; clerk of works, Mr. F. Read; general foreman, Mr. P. Clarke. Sub-contractors: H. Allen, Ltd., demolition and excavation; London Brick Co., bricks; Luxfer Co., patent glazing, casements, and window furniture; Ebner & Co., wood-block flooring; Sulzer & Co., Ltd., central heating and boilers; Falk Stadelmann, electric light fixtures; Geo. Wright, Ltd., sanitary and cloakroom fittings; Art Pavements and Decorations Co., Ltd., stairtreads; Relay Telephone Co., telephones; Milner Safe Co., Ltd., fireproof doors; J. Avery & Co., sunblinds; W. T. Allen & Co., Wm. Morris & Co., Ltd., metalwork; Sandersons, Ltd., wallpapers; Express Lift Co., lifts; Engineering Works (Electrical and General) Ltd., electric wiring and heating.

New warehouse, Wakefield, for Patons and Baldwins. By Newbold and Hartley. Indented Bar and Concrete Engineering Co., London, reinforced concrete; Wilson Lovatt and Sons, Ltd., Wolverhampton, general contractors; H. Hope and Sons, Ltd., Birmingham, patent glazing and steel windows; J. Kaye and Sons, Leeds, locks and door furniture; C. Turner and Son, Wakefield, painting; G. and T. Earle, Ltd., "Pelican" cement; Wilfley Co., Ltd., London, composition floors.

Gas showroom, High Street, Dudley. Proprietors, the Town of Dudley Gas Light Company; architect, Mr. A. T. Butler, F.R.I.B.A., Dudley; gas engineer, Mr. Fras. C. Briggs, A.M.INST.C.E.; general contractors, Messrs. John Guest and Son's Successors, Stourbridge. The Allied Arts and Crafts Guild, Birmingham, were responsible for the "Guildstone" surround to the shop front, oak panelling, screen, and counter and showcases, bronze screen to counter, fibrous plastercraft and decorations.

OAST-HOUSES AND WINDMILLS

Following are the names of the contractors for Ringstead Mill and Burnham Overy Staithe, illustrated on pages 810 to 812: J. F. Williamson, Burnham Market, general work; Hunt Bros., Soham, Cambridgeshire, millwrights; Crittall Standard Steel Casements, windows for Ringstead; Celotex, wall and floor linings; Patrick and Thompson, King's Lynn, English, American, and Russian timber; Messrs. Harland, Merton, paint; Cozy Stove Co., stoves; J. W. Gray and Sons, London, lightning conductors; John Kerr & Co., Windmill Street, Manchester, the Davy Automatic fire escapes. Messrs. Ewart & Son supplied the cowl and flue pipe for Cley Mill, illustrated on page 811.

MR. GEORGE P. BANKART

A report of the death of Mr. George P. Bankart is circulating in the architectural profession and the Art Workers' Guild. Mr. Bankart has written to ask us to contradict the report, and points out that he has apparently been confused with his brother, Mr. C. J. Bankart, late of Leicester and Worthing, whose death, we regret to state, took place recently, and was announced in the *Times* and the *Daily Telegraph*.

A CORRECTION

On page 770 in our last issue we unfortunately attributed the sculptured group in the playground of a block of model tenement flats erected in Pimlico Road, London, by the Westminster City Council, to *Mr.* instead of *Miss* Arnrid B. Johnston.

THE WEEK'S BUILDING NEWS

The MORECAMBE Corporation has asked the borough engineer and tramway manager to prepare sketch plans for the erection of a bus garage on the Calton estate.

*

Plans passed by the SHIPLEY U.D.C.: Weighbridge and office, Canal Works, Cromwell Road, for Messrs. J. Parkinson and Son; garages, Otley Road, for Messrs. Blythe and Berwick; store sheds, Market Street, for Winghill Co-operative Society Ltd; club and house, Otley Road, for Shipley Hall Estate Co. Ltd.; two shops, Otley Road, for Messrs. S. Firth & Co. Ltd.

*

Plans passed by the HORNSEY Corporation: Rebuilding "Red Lion and Sun" public-house, North Road, for Mr. C. C. Miller, of 65 Chancery Lane; two houses, Sheldon Avenue, for Mr. W. Quennell; Y.M.C.A. institute, Tottenham Lane, for Mr. H. Bailey, of 53 Victoria Street, S.W.; two shops, Crouch End Hill, for Mr. T. G. Broome; six houses, Lanchester Road, for Messrs. Smerdon Bros.; twelve garages, showrooms, and workshop, Colney Hatch Lane, for Messrs. W. Ellyatt & Co.

*

The CHELMSFORD Corporation has obtained sanction to borrow £22,500 for further housing advances.

*

Plans passed by the CHELMSFORD Corporation: Shop, flat, and cottage, Corporation Road, for Mr. W. Mawhood; three shops and dwellings, Rainsford Road, for Mr. J. C. Pryke; additions, Hill Farm, St. Fabian's Drive, for Mr. S. E. Moss; two houses, Galleywood Road, for Mr. R. H. Currie; two shops, New Street, for Mr. A. Driver.

*

Mr. Roper Barrett is suggesting that the General Purposes Committee of the City of LONDON Corporation should prepare a comprehensive scheme for the rearrangement, redecoration, and lighting of the interior of the Mansion House.

*

Arising out of the recommendation of the London and Counties Joint Traffic Advisory Committee, the City of LONDON Corporation has prepared a scheme for widening Princes Street to 60 ft., at an estimated cost of £250,000.

*

The borough engineer of SOUTH SHIELDS has been asked to report on a proposal for the extension and improvement of the Russian baths.

*

The L.C.C. Education Committee has prepared plans for the erection of a secondary school for 450 girls at Homestall Road, PECKHAM, at an estimated cost of £48,500.

Plans passed by the MERTHYR Corporation: Large sectional garage, Queens Road and Brynteg Road, for Mr. G. W. Bale.

*

The MERTHYR Corporation is in negotiation with Mr. W. B. Harris and Mr. Sydney Simons, who have purchased a part of the Wingfield and Mackintosh estate, regarding the Corporation's proposal for the construction of a through road, which the borough engineer estimates will cost £10,000.

*

Plans passed by the MARYLEBONE B.C.: New buildings, corner of Edgware Road and Lyons Place, for Messrs. Hall-Jones and Dewhurst; buildings, 5 Hall Road and 18-30 Maida Vale, for Mr. Stanley Peach; rebuilding, Western Ophthalmic Hospital, Marylebone Road, for Messrs. Young and Hall.

*

The L.C.C. Education Committee has obtained a site in Bryony Road, HAMMERSMITH, for the erection of an elementary school for 400 children.

*

The governors of Prendergast School, LEWISHAM, are to undertake extensions at a cost of £10,000.

*

Plans passed by the SOUTH SHIELDS Corporation: Additions, Ship Inn, Marsden Road, for Messrs. T. A. Page and Son; additions, parish hall and school, Mowbray Road, for Rev. H. G. Hastings Shaddick; extensions, Public Hall, Sunderland Road, for Mr. F. W. Newby; sixteen garages, Sunderland Road, for Mr. A. V. Skipper; eighteen houses, King George Road, for Messrs. R. Brown and Sons; Masonic club, Dean Road, for Masonic Club, Ltd.; rebuilding, premises corner of King Street and Russell Street, for Messrs. H. Binns, Son & Co.

*

The SOUTH SHIELDS Corporation has asked the borough engineer to report as to a clearance scheme for the Mitre Street unhealthy area.

*

Owing to the difficulty in letting six-roomed houses, SOUTH SHIELDS Corporation has asked the Housing Committee to get estimates for converting them into flats.

*

The SOUTH SHIELDS Education Committee has prepared revised plans for the provision of additional classrooms for 120 scholars at the Westoe school.

*

The GLASGOW Corporation has asked the Master of Works to prepare plans and then invite tenders for the construction of the Cloberhill opening bridge over the Forth and Clyde Canal on the line of the new Anniesland-Duntocker road.

The SOUTH SHIELDS Corporation has referred plans for the erection of a new fire station and police houses to a subcommittee to consider.

*

The PORTSMOUTH Corporation Tramways Committee has obtained possession of property in Gladys Avenue for the development of the North End tramways depot.

*

The PORTSMOUTH Education Committee has obtained a site at Cosham for the erection of an elementary school.

*

In connection with the reconstruction of the Carlisle Street area, MARYLEBONE, which is to be undertaken by the L.C.C. on behalf of the B.C., and which involves an outlay of one and a-quarter millions, the L.C.C. is to make arrangements for rehousing nearly 3,000 persons who will be displaced.

*

The ROTHERHAM Education Committee has obtained a site in Cranworth Street for the erection of an elementary school.

*

The ROTHERHAM Education Committee has obtained land at the Meadow Bank housing estate for the erection of an elementary school.

*

Plans passed by the ROTHERHAM Corporation: Two houses, St. John's Road, for Eastwood Club Committee; alterations and extensions, High Street, for Messrs. Montague Burton, Ltd.; two houses, Broom Crescent, for Mr. G. Southern; alterations, Howard Hotel, Kenneth Street, for Messrs. Mappins Brewery, Ltd.; alterations, Hope Inn, Eldon Road, for Mappins Brewery, Ltd.; two houses, Newsum Road, for Mr. J. B. Kesteven; club extensions, Lister Street, for Clifton Club Committee; rebuilding showrooms, etc., Sheffield Road, for West Riding Motor Co., Ltd.

*

The trustees of the United Methodist Church are to erect a new church and schools at Tenter Street, ROTHERHAM.

*

The ROTHERHAM Corporation is obtaining possession of land for the extension of the isolation hospital.

*

Plans passed by the DARTFORD U.D.C.: Alterations and additions, Rialto Cinema, Lowfield Street, for Rialto Ltd.; three houses, Carleton Road, for Mr. W. J. Bayliss; bungalow, Brent Lane, for Mr. E. Wood.

*

The city engineer of LEEDS has prepared alternative plans for the layout of the Henconner Lane housing estate, and these are under consideration by the Housing Committee.

Plans passed by the STALYBRIDGE Corporation: Storerooms, Mottram Road, for Mr. T. Cairns; alterations, Waterloo Road, for Mr. Ernest Holden.

*

The STRETFORD U.D.C. has obtained sanction to grant a further 200 housing subsidies.

*

Plans passed by the OSSETT Corporation: Additions, dance hall, Park Square, for Pavilion Dance Hall Company; conveniences, Railway Hotel, Flushdyke, for Messrs. Warwick and Richardson, Ltd.; shop and bakehouse, Kingsway, for Messrs. Griffin and Sayer.

*

Plans passed by the STRETFORD U.D.C.: Offices, Ashburton Road, for Messrs. F. E. Gill and Sons; four shops and houses, Rye Bank Road, for Mr. W. R. Rochell; office extensions, Elsinore Road, for Messrs. M. Allen and Sons, Ltd.

*

Plans passed by the BRISTOL Corporation: Four houses, Wooton Road, for Mr. F. B. Rouse; four houses, Cuffington Avenue, for Mr. R. J. Cuff; four houses, Charlton Road, for Messrs. T. A. Monks and Sons; eight houses, Maple Road, for Mr. W. Hendey; nine houses, Derry Road, for Messrs. Greenhill and Low, Ltd.; eleven houses, Queen's Road, for Mr. C. Malone.

*

Mr. Arthur Baker is to rebuild 77 and 77a Castle Street, BRISTOL, and extend the premises over the adjoining passage-way.

*

The BRISTOL Corporation has appointed a committee to select the site for the proposed new markets.

*

Plans passed by the HASTINGS Corporation: Additions, Royal East Sussex Hospital, Cambridge Road, for Mr. P. H. Oxley, architect; two houses, All Saints' Street, for Mr. H. M. Jeffery, architect; shop, Sturdee Place, for Messrs. H. Ward and Son, architects; workshop and petrol station, Old London Road, for Mr. P. H. Oxley; additions, Quarry House, Quarry Hill, for Mr. S. Towse, architect; two houses, St. Helens Park Road, for Mr. J. S. D. Hicks, architect; shop, Norman Road, for Mr. L. Towner, architect; two houses, Canute Road, for Mr. J. Hunt, architect.

*

The DUDLEY Corporation has scheduled a site near the by-pass road for the provision of an infectious diseases hospital.

*

Plans passed by the TORQUAY Corporation: Alterations and additions, Royal Theatre, Abbey Road, for Theatre Company; shops, Union Street, for Mr. H. K. Shead; layout, Vale estate, for Warberry Estate Company; two houses, Warberry estate, for Torquay Building Company.

*

Mr. H. H. Garlick has purchased from the MARKET HARBOROUGH U.D.C. twenty building plots on the Heedlands housing estate.

The Ministry of Transport has sanctioned the proposal of the MANCHESTER Corporation to raise a loan for the erection and equipment of a motor-bus garage at Queen's Road.

*

The MANCHESTER Education Committee has passed plans for an elementary school and central school at Didsbury, the cost being estimated at £47,000.

*

The TORQUAY Education Committee has instructed the architect to prepare plans for a school for 320, at Barton, capable of future extension for a total of 600 scholars.

*

The MANCHESTER Education Committee has obtained a site from the Housing Committee on the Withington estate for the erection of an elementary school.

*

The MANCHESTER Corporation Markets Committee has asked the superintendent to prepare a scheme for the improvement of the abattoir and wholesale meat market.

*

The OLDHAM Corporation is seeking sanction to grant another 100 housing subsidies.

*

The OLDHAM borough engineer reports that the cost of the proposal for an omnibus station in the centre of the town in connection with the Lord Street improvement will be £90,000, and steps are to be taken to secure the requisite parliamentary powers for the scheme.

*

The OLDHAM Corporation Electricity Committee has obtained sanction to borrow a further sum of £150,000 in respect of expenditure on the new generating station.

*

The CROMPTON U.D.C. has decided to erect another fifty houses.

*

Plans passed by the OLDHAM Corporation: Two shops, Prince Edward Avenue, for Mr. F. Lord; eight houses, Tunstall Road, for Mr. F. Thompson; bank, Yorkshire Street, for Westminster Bank, Ltd.; forty-five garages, Grosvenor Street, for Mr. H. Phillips; extensions, cotton warehouse, Glodwick Road, for Messrs. Lees and Wrigley, Ltd.; transformer house, Shaw Street, for Oldham Rope and Twine Co. Ltd.; bus garage, Wilson Street, for North Western Road Car Co. Ltd.

*

The NORTHFLEET U.D.C. is making an offer of £200 per acre for the Wombwell Park estate. The Housing Committee expresses the opinion that on the estate provision could be made for the erection of 500 houses, and this would leave 50 acres available for a school site, playing fields, and shopping centre.

*

The West Riding C.C. is to erect a sanatorium at ALWOODLEY.

The LEEDS Corporation is seeking sanction for a loan of £32,000 for rehousing persons displaced through street improvements.

*

The GLASGOW Education Committee has obtained three sites at High Carntyne, Balornock, and Balmore for the erection of elementary schools.

*

The GLASGOW Corporation Housing Director has prepared plans for the erection of a cheap type of house for letting at 9s. 6d. to 10s. 6d. a week. One plan shows a three-story tenement containing six houses, each of three apartments, having kitchenette and bathroom, and another showing a three-story block of houses on the balcony system containing eighteen houses.

*

The Ministry of Health has approved of the proposal of the BERMONDSEY B.C. to appropriate land adjoining the Town Hall in Spa Road for the extension of the municipal buildings.

*

Plans passed by the BERMONDSEY B.C.: Boys' club, Wolseley Street and Farthing Alley, for Messrs. Humphreys, Ltd.; factory extension, Grange Road, for Messrs. E. A. Roome & Co. Ltd.

*

The LEEDS Corporation has obtained sanction to borrow £90,000 for further housing subsidies.

*

Mr. G. W. Atkinson, architect, is in communication with the LEEDS Corporation in regard to shop sites at West Park, Headingley.

*

The LEEDS Corporation is to carry out street works for the Sutton Trustees who are developing an estate in accordance with plans prepared by Mr. H. S. Chorley, architect.

*

Messrs. Burras Peake Ltd. are to erect a clothing factory off Gelderd Road, LEEDS.

*

Mr. J. W. Watson is to develop an estate off Otley Road, Adel, LEEDS.

*

The LEEDS Corporation Housing Committee is asking the Education Committee to erect an elementary school on the York Road housing estate.

*

The NORTHAMPTON Corporation has decided to erect twenty-eight houses on land in Baring Road.

*

The Southern Railway Company is now to proceed with the reconstruction of the railway bridge over Manor Lane, LEE.

*

Plans have been prepared by Messrs. Elcock and Sutcliffe for the construction of a greyhound race track at Plough Lane, WIMBLEDON.

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
A₂	Colwyn Bay	N.W. Counties	1 6½	1 2
A	Consett ..	N.E. Coast	1 8	1 3½
A₂	Conway ..	N.W. Counties	1 6½	1 2
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
A₂	Denbigh ..	N.W. Counties	1 6½	1 2
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
A₁	Gravesend	S. Counties	1 7½	1 2½
A	Greenock ..	Scotland	*1 8	1 3½
A	Grimsby ..	Yorkshire	1 8	1 3½
B₁	Guildford ..	S. Counties	1 5½	1 1½
A	HALIFAX ..	Yorkshire	1 8	1 3½
A	Hanley ..	Mid. Counties	1 8	1 3½
A	Harrogate ..	Yorkshire	1 8	1 3½
A	Hartlepools	N.E. Coast	1 8	1 3½
B₂	Harwich ..	E. Counties	1 5	1 1
B₂	Hastings ..	S. Counties	1 4½	1 0½
B₁	Hatfield ..	S. Counties	1 5½	1 1½
B	Hereford ..	S. W. Counties	1 6	1 1½
B	Hertford ..	E. Counties	1 5½	1 1½
A₁	Heysham ..	N.W. Counties	1 7½	1 2½
A	Howden ..	N.E. Coast	1 8	1 3½
A	Huddersfield	Yorkshire	1 8	1 3½
A	Hull ..	Yorkshire	1 8	1 3½

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

			I	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	Kidderminster	Mid. Counties	1 7	1 2½
B₂	King's Lynn	E. Counties	1 5	1 1
A	LANCASTER	N.W. Counties	1 8	1 3½
A₂	Leamington	Mid. Counties	1 7	1 2½
A	Leeds ..	Yorkshire	1 8	1 3½
A	Leek ..	Mid. Counties	1 8	1 3½
A	Leicester ..	Mid. Counties	1 8	1 3½
A	Leigh ..	N.W. Counties	1 8	1 3½
B₂	Lewes ..	S. Counties	1 4½	1 0½
A₂	Lichfield ..	Mid. Counties	1 6½	1 2
A	Lincoln ..	Mid. Counties	1 8	1 3½
A	Liverpool ..	N.W. Counties	*1 10	1 4½
A₂	Llandudno	N.W. Counties	1 6½	1 2
A	Llanelly ..	S. Wales & M.	1 8	1 3½
	London (12 miles radius)		1 9½	1 4½
	Do. (12-15 miles radius)		1 9	1 4
A	Long Eaton	Mid. Counties	1 8	1 3½
A	Loughborough	Mid. Counties	1 8	1 3½
B	Luton ..	E. Counties	1 6	1 1½
A	Lytham ..	N.W. Counties	1 8	1 3½
A₁	MACCLESFIELD	N.W. Counties	1 7½	1 2½
B	Maidstone	S. Counties	1 5½	1 1½
A₂	Malvern ..	Mid. Counties	1 6½	1 2
A	Manchester	N.W. Counties	1 8	1 3½
A	Mansfield ..	Mid. Counties	1 8	1 3½
B₂	Margate ..	S. Counties	1 4½	1 0½
A₂	Matlock ..	Mid. Counties	1 6½	1 2
A	Merthyr ..	S. Wales & M.	1 8	1 3½
A	Middlesbrough	N.E. Coast	1 8	1 3½
A₂	Middlewich	N.W. Counties	1 6½	1 2
B₂	Minehead ..	S.W. Counties	1 5	1 1
A	Monmouth S. and E. Glamorganshire	S. Wales & M.	1 8	1 3½
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 2
A	Rochdale ..	N.W. Counties	1 8	1 3½
B	Rochester	S. Counties	1 5½	1 1½
A₁	Ruabon ..	N.W. Counties	1 7½	1 2½
A₂	Rugby ..	Mid. Counties	1 8	1 3½
A₂	Rugeley ..	Mid. Counties	1 6½	1 2
A	Runcorn ..	N.W. Counties	1 8	1 3½
A₂	ST. ALBANS	E. Counties	1 6½	1 2
A	St. Helens	N.W. Counties	1 8	1 3½
B₂	Salisbury	S.W. Counties	1 4½	1 0½
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	Wellingborough	Mid. Counties	1 6	1 1½
A	West Bromwich	Mid. Counties	1 8	1 3½
B	Weston-s-Mare	S.W. Counties	1 6	1 1½
A₂	Whitby ..	Yorkshire	1 7	1 2½
A	Widnes ..	N.W. Counties	1 8	1 3½
A	Wigan ..	N.W. Counties	1 8	1 3½
B₂	Winchester	S. Counties	1 5	1 1
B	Windsor ..	S. Counties	1 6	1 1½
A	Wolverhampton	Mid. Counties	1 8	1 3½
A₂	Worcester ..	Mid. Counties	1 6½	1 2
A₂	Worksop ..	Yorkshire	1 6½	1 2
A₁	Wrexham ..	N.W. Counties	1 7½	1 2½
B	Wycombe ..	S. Counties	1 6	1 1½
B₁	YARMOUTH	E. Counties	1 5½	1 1½
B₂	Yeovil ..	S.W. Counties	1 5	1 1
A	York ..	Yorkshire	1 8	1 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, ½ in., per yd.	0	8	6
DO. SKIRTING, 6 in.	0	0	11
BREEZE PARTITION BLOCKS, set in cement, 1½ in. per yd. sup.	0	5	3
DO. DO. 3 in.	0	6	6
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.	20	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 segmental 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 1⅛ 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
1½ in. beaded cupboard fronts, moulded and square, per ft. sup.	0	2	9
TEAK grooved draining boards, 1½ 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. ¾ 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. ¾ 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. ¾ 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	0
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. ¾ in., per yd.	0	2	4
DO. vertical, per yd.	0	2	7
RENDER, on brickwork, 1 to 3, per yd.	0	2	7
RENDER in Portland and set in fine stuff, per yd.	0	3	3
RENDER, float, and set, trowelled, per yd.	0	2	9
RENDER and set in Sirapite, per yd.	0	2	5
DO. in Thistle plaster, per yd.	0	2	5
EXTRA, if on but not including lathing, any of foregoing, per yd.	0	0	5
EXTRA, if on ceilings, per yd.	0	0	5
ANGLES, rounded Keene's on Portland, per ft. lin.	0	0	6
PLAIN CORNICES, in plaster. per inch girth, including dubbing out, etc., per ft. lin.	0	0	3
WHITE glazed tiling set in Portland and jointed in Parian, per yd., from	1	11	6
FIBROUS PLASTER SLABS, per yd.	0	1	10

GLAZIER

GLAZIER, 1*s.* 8½*d. per hour.*

*

Glass : 4ths in crates :			
Clear, 21 oz.	£0	0	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	6½
DO. *¼ in. per ft.*	0	0	6½
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	2
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 3d. to	0	0	6
Plaster board, per yd. sup. . from	0	1	7
PLASTER BOARD, fixed as last, per yd. sup. . . . . from	0	2	8
Asbestos sheeting, 5/32 in., grey flat, per yd. sup.	0	2	3
DO., *corrugated, per yd. sup.*	0	3	3
ASBESTOS SHEETING, fixed as last, flat, per yd. sup.	0	4	0
DO., corrugated, per yd. sup.	0	5	0
ASBESTOS slating or tiling on, but not including battens, or boards, plain "diamond" per square, grey	2	15	0
DO., red	3	0	0
Asbestos cement slates or tiles, 5/32 in. punched per M. grey	16	0	0
DO., *red*	18	0	0
ASBESTOS COMPOSITION FLOORING : Laid in two coats, average ¾ in. thick, in plain colour, per yd. sup.	0	7	0
DO., ½ in. thick, suitable for domestic work, unpolished, per yd.	0	6	6
Metal casements for wood frames, domestic sizes, per ft. sup.	0	1	6
DO., *in metal frames, per ft. sup.*	0	1	9
HANGING only metal casement in, but not including wood frames, each	0	2	10
BUILDING in metal casement frames, per ft. sup.	0	0	7

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

PLYWOOD, per ft. sup.

Thickness	5/16 in.			½ in.			⅝ in.			¾ 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 9	—	—
Oregon Pine	5	4	—	5½	5	—	6	—	—	—	—	—