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PARKWAYS

THERE are those who profess to deplore the unsightliness of our new trunk roads and switches, but their dissatisfaction, if analysed, would probably be found to derive not from the roads themselves, but from their boundaries. There is surely something rather noble about the broad, white concrete ribbons laid in sweeping curves and easy gradients across the country—something satisfying in their clean, planed cuttings and embankments. But in the buildings that quickly crop up on either hand, there is nothing at all noble or satisfying. Whether bungalows or garages, tea-shops or villas, their nastiness is assured. It is this uneconomic "ribbon development" along the main roads that is so rapidly destroying such country amenity as is still left near our growing towns; and we are doing little or nothing to combat it. The disfiguring little buildings grow up and multiply like nettles along a drain; we may be rude about them like that— but we do nothing to check their increase. We do not even make them contribute to the vast cost of the fine new road that has attracted them; we make them a present of it and all its amenity, and of the site value it has created, when surely they should be heavily penalized for their spoil-sport impertinence in daring to exhibit their deformities in a public place. Are we not a little mad? In certain parts of America they manage things very differently; the new roads being bordered on each side not by uniform 10 or 20-ft. bands of mere "spare room," but by irregular patches of the original country, with its old hedges and trees, grass, orchards, brooks, and what not—all included within the scheme and State freehold of the road, and with it constituting what they call a "Parkway." This pleasant name is in no way illusory (a refreshing thing in itself), for on such roads one certainly feels that one is traversing a drive threading a far-flung natural park, which is, indeed, the case. The fact that the said park may be twenty miles long and nowhere more than a few hundred yards in width, is neither here nor there, save as testimony to the ingenuity and economy of its planner. In England, if a new road happens to traverse a five-acre meadow diagonally, we acquire a strip of the uniform standard width across it—jealously fencing in our acquisition with uncompromising concrete posts and wires at great expense, and leaving the two surplus corners of the field as relatively useless, cock-eyed little remnants for the original owner or farmer to use as best he may. Cases may often be seen where the new fence belonging to the road is separated from the original field hedge by no more than a few feet, leaving a ridiculous and quite useless wedge of "dead" land between them. In the parkway system it is customary to acquire the whole of each field, wood, or other enclosure that the new road will traverse, making their original fences the boundaries of the road. Discretion is, of course, exercised, and the boundary may be extended or withdrawn as the assured and permanent amenity of the road may seem to demand. Where the skyline is quite near to the highway, an effort would be made to secure it, and such eminences would probably be planted with suitable deciduous trees to enhance their height and general effectiveness.

Thus bought in its "natural" units of complete fields, it appears that the cost of acquiring the extra land over and above the minimum strip is a mere trifle, certainly as compared with the total cost of the whole roadway; the cost of new and special fencing along the road is saved; and what amounts to a great new public park is secured as a by-product just where it will be most appreciated and used, as it were, as a by-product. The great and signal merit of the parkway system, however, is not so much this open-handed giving of beauty and amenity to the new roads, but the blessed thrusting back of ugliness to a discreet and relatively harmless distance. Leaving New York by way of the Bronx, one immediately enters upon a parkway that carries one into the heart of Westchester County along a green belt of grass and trees, which, because of its unfenced friendliness, is far more greenly welcoming than most completely rural and honest-to-God country. As a fact, of course, the land on either hand is thickly populated, and to turn off the parkway by any one of the frequent switch roads is probably to find oneself in a pleasant dormitory village—a place of open lawns and shady avenues, where most of the little houses are sightly enough. After the bricky babel of New York, however, one would not exchange the trees of the parkway for the most unexceptional buildings, and one is grateful for their discreet withdrawal. How far more urgent is the need in England for pushing back our so much less seemly buildings to a little distance, where possible behind a screen of trees, must be clear to all who use our new trunk roads. Let the doubter halt on the new short cut between Hanwell and Uxbridge, or leave London by the new Great West Road from Kew. Then let him go to Henley and note how wonderfully the undistinguished little houses along the road to Oxford conceal and dissemble their presence behind the trees of the fine old avenue. But by the time this is printed the avenue may have been destroyed.

NEWS AND TOPICS

THE arguments for the Past and the Present in architecture are as the voices of two bells: "ding" says the former, and the latter says "dong," and it is difficult for an impartial ear to tell which has the purer tone. The bells were in full swing at the R.I.B.A. on Monday night when Professor Beresford Pite led for the Modernists, and Sir Reginald Blomfield ("perhaps because it was thought he was a reactionary of the fine old sort") replied for the Traditionalists. Anything was healthy that would liberate plate glass, said Professor Pite, but Sir Reginald confessed that he saw no beauty in sheer efficiency: for him Use and Ornament were separate things. The *Aquitania* was not as beautiful as the six-masted barquentine the *E. H. Stirling*, which took nine months from Australia to London, and the modern motor car resembled nothing so much as a cockroach racing along the road. Though there were many young architects present, the battle was left to the older men. But in vain did our ears strive for the one true voice—"Ding" said one bell, and the other said "Dong." I came away with the feeling that both the Ding and the Dong were the sounds of what was really only one bell.

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As long as roadmaking consisted in heaving in a few barrow-loads of stones from the adjoining fields and leaving it to the traffic to do the rest, there was some excuse for digging holes in the road whenever it was necessary or desirable that a pipe should be laid beneath its surface. The whole affair was worked on a casual basis, and a certain happy-go-lucky attitude of mind about the subject suited it well enough. But in these days of fast and heavy traffic, when the road surface is carefully built up of costly materials upon a substantial foundation, which is often reinforced to take up calculated strains, indiscriminate impromptu hole-digging is no longer in accord with modern requirements. Sir Henry New's objection to the habit of breaking up road surfaces in order to turn off the water will meet with general agreement and support, and it will be wondered why the essential supply services cannot be planned for in advance in a rational manner with suitable provision for future connections. The extra time taken in laying a road with properly co-ordinated means of access to possible future pipe lines would soon be saved many times over in practice, and the money saved on road breaking and road patching would pay for scientific planning on a comprehensive scale.

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The fall of three men who were injured in the collapse of a scaffold at Hackney points to the need for continual vigilance concerning the strength of temporary structures. So much has necessarily to be left to the discretion of the builder, or to the discretion of the foreman, that there is a tendency for architects to leave the shoring and scaffolding to be dealt with by them with the help or supervision of any authorities who may have been set up to perform these functions in the interests of public safety. The multiplication of official inspectors is hardly likely to effect much improvement in avoiding accidents unless the safety-first spirit can be implanted more generally in the minds of all concerned, and to this end, architects cannot do better than study the statics of temporary structures. It is one thing to listen to the proposals of an experienced scaffolder and to approve them if they are sound, and quite another to relegate the whole subject to the practical man. The subject is one which needs the combination of theory and practice if accidents are to be prevented.

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The statement issued by Lord Desborough, the chairman of the Thames Conservancy Board, that London need fear no water famine because of the increase of houses with bathrooms and the increased use and waste of water is reassuring when taken at its face value. "London will always have all the water it needs, and much more, from the Thames," he is reported to have said to those who were alarmed at his prediction of possible shortage in the industrial North of England, where rivers are polluted with chemical waste matter. The Metropolitan Water Board is equally certain that supplies are adequate in their district to last for three months. Commenting upon these statements under the title, "Water, water everywhere," the *Morning Post* pointed out that England is a rainy country under normal conditions, and that though "there was a drought in 1921, we have paid for that drought for the last seven years with perpetual deluges of rain in season and out of season."

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Now, that is exactly why the water supply should be made the subject of care and foresight. It is true that we have paid for the drought of 1921, but it may be equally true that we have almost paid for a new drought to be delivered in the near future; and though the Thames may be relatively pure and free from chemical contamination, a certain amount of settling and filtering of its water is necessary before it is fit for drinking purposes. The boast of three months' supply, which seems satisfactory enough on a wet day in spring, may seem thoroughly unsatisfactory after a period of prolonged drought, and when water-saving has made the water carriage method of sewage disposal both offensive and dangerous. Large reserves are necessary to meet the unexpected accidents that may upset calculations at a moment's notice. It is quite possible for the dams of reservoirs to burst suddenly and waste a portion of the precious supply, and as the quantities of water grow smaller the danger of pollution is enormously increased. England is normally a rainy country, no doubt, but unless adequate provision is made for catching and storing the rain when we have it we may still experience a water famine after all, in spite of the comforting words of Lord Desborough.

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When Sir Joseph Bazalgette constructed his splendid Embankment, he not only created one of the most useful (although for many years so relatively little used) thoroughfares in London, but he drastically changed the appearance of the north bank of the river at London. In former times much of this side of the Thames was a counterpart to what is still, to the discredit of the City, rampant on a large portion of the south bank, with its derelict wharves and rotten warehouses and its general air of neglect and decay. By the aid of the little photograph which I am able to reproduce here, we can see for ourselves what a portion at least of the south side looked like at the time when the

section of the Embankment formed there was in process of construction. The name of Doulton & Co., on the left-hand side of the picture, indicates more or less the exact position of this section of Bazalgette's work, at Lambeth. That work was completed in 1870. It extends from Westminster Bridge to Vauxhall; and one can only regard it as a thousand pities that it was not carried on from Westminster to Blackfriars, as was the northern section, which, begun in 1862, was also finished in 1870. The advantages of a fine roadway, apart from its immediate utilitarian uses, are that they connote improvement in building and the character of the structures that line it; and we can see here, as an example of this, what the premises of Messrs. Doulton looked like in pre-Embankment days, as compared with what they are now.

Great efforts are being made to complete in time the new buildings of Nottingham University College to be opened by the King in July, and work now is being carried on during the week-ends. At present the rooms are entirely empty of furniture, and it is an interesting architectural point as to whether the furniture of a great academic building should be designed or not by the architect. In this case I understand that the council of the University College have asked Mr. Morley Horder to suggest designs, but that much of the work will be carried out by local craftsmen on the site.

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When the revision of the Prayer Book is settled, will the Church of England proceed to complete the late Tudor building that is now their general headquarters in Dean's Yard, Westminster? The foundation-stone of the present building was laid by the Duke of Connaught in 1891, and the Great Hall block, in which the meetings of the Church Assembly are now held, was opened by the present King and Queen in 1896. The architect planned for a building to cover the whole of an island site that was purchased at the time. There was to be a central quadrangle and a chapel. In the course of the next few years there is hope of carrying out this scheme, but as the leases of some of the houses on the site have not yet expired this naturally prevents the completion of the original plan.

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Thames has its artists no less renowned than Seine: Whistler, Walter Greaves, Paul Maitland. What the last saw in the river may be seen at the memorial exhibition, nineteen years in arrear, at the Leicester Galleries. Late as it is, it is no less welcome as a reminder that the group to which Maitland belonged was a potent force in the nineties: Fred Brown, Théodore Roussee, the Sickerts, Wilson Sheen, George Thomson. The nineties were not all Beardsley—nor was Maitland all Whistler, although he was said to be; but some of the architectural Thames-side paintings are more satisfying than Whistler's chimneys and factories—Vauxhall and Battersea. Only in tone are they at all like Whistler; not at all in structure, and, after all, Thames supplied the tone, not Whistler. At the same galleries there are some watercolour drawings by the New Zealander, Owen Merton. Many of them are quite perfunctory. The artist out-Brabazons Brabazon. But he can draw houses and quays and yachts when he cares to draw, as the few studies of Marseilles indicate. Lady Patricia Ramsay does not draw houses very well, but she feels architecturally. She can do better than draw; she can record vividly what she sees in colour, form, and in space. The exhibition of nearly a hundred pictures and drawings at the Goupil Gallery must be the envy of many a professional painter, for there is vision there. Nature is seen under strange guises; natural forms have a new appeal in these coloured and black-and-white representations of gnarled roots and trunks and twisting stems and curling leaves.

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I have always been interested to know how the eighteenth-century formal development of squares and straight thoroughfares appeared to the London of the day. We see them now, in what seems to be the final phase of their existence, as mature and mellow examples of good building set in the midst of the great higgledy-piggledy of the metropolis, and one wonders how they might have looked with their scaffolding just struck, and before the newly-sown grass seed had covered the soil within the perimeter of the garden railings. There are three or four fine engravings to be seen in the exhibition of London Pots and Prints now being held in the Mansard Galleries on the top floor of Heal's, of Tottenham Court Road, that actually show more graphically than words can tell how these squares of Bloomsbury were built on the outskirts of the town, with one end open to the fields towards Tottenham, so that herds of cows would pass gently on their way to market the same doors where Harrods van now calls Another print shows a rustic haymaking scene in the foreground and in the distance the gaunt pile of a four-storied terrace of houses thrusting itself outward from the town in a way that would raise howls of dismay from many a good champion of eighteenth-century development today. But there seems to be a sort of certainty about these great works missing from our modern planning where we have nothing better to emulate than the wish to escape from uniformity and are afraid to be really grand in what we do. The eighteenth century was terribly pleased with what it was doing. It procured very good artists to paint and engrave the rapidly building residential quarters of the town, and their works are to be seen collected together in this exhibition to form a quite connected picture of a London that has gone. Girtin, Malton, Sandby, Pugin, and Rowlandson, and many others, offer varied aspects of the same theme, so faithfully it seems, and yet with such art as to make me wonder whether we are doing the same for the buildings which we design today.

ASTRAGAL

THE PALACE OF WESTMINSTER

[BY T. WILSON]

PARLIAMENT buildings, as well as the laws, carry us back far beyond the Conquest to the very sources of English nationality. Attaching to the site and building of the Palace of Westminster are emotions quite peculiar and personal, such as no other site and building in the world evokes. It was the birthplace of all our traditional and historical origins as a nation. The spot was sacred before the Norman councils met, and its traditions and historic associations linked together the nation's ecclesiastical and parliamentary annals. The unity of the site was shown in the history of the Abbey and the Palace, and the two powers, sacred and secular, were woven and interwoven and interpenetrated from the beginnings of their history. The Abbey was always conceived as enclosed within the precincts of the Palace, and that in official language every coronation still took place not in the Abbey, but in " Our Palace of Westminster."

Like Roman London, Westminster had its origins intimately bound up with the river and its fords, ferries, and bridges. It was, then, upon this site that the English people began to hammer out their first dim adumbrations of Parliamentary institutions, which, with that other strangely unique gift, lyrical poetry, were to be its two supreme and signal contributions to civilization. In late Saxon and early medieval times Winchester vied with Westminster as the centre of government, and it was only after decades of peripatetic wanderings up and down the country that the monarchy, largely under pressure of need and convenience, ceased its circus-like perambulations, and fixed their Courts of Parliaments at Westminster.

Just as at London, lower down the stream, the seafarer and the roadsfarer met at a fordable point of the river; so at Westminster a similar fordable point became the focus-spot round which the city grew. Or take the Chapel of the Pyx, once the treasury of the Norman kings. Wherever an empire has arisen it has had its focal point for the racial and national tradition.

The historical parallels carry us back to the tomb and treasury of the House of Atreus at Mycenæ. The Temple of Athena on the Acropolis was a shrine and a treasury, and so was the temple of the god Saturn in the cliff at the foot of the Capitoline Hill in the Forum at Rome. Our ancient Norman Treasury is still standing, and it bears witness to an immemorial custom which comes down from prehistoric days. The same strange perpetuation of prehistoric feeling and tradition, projected, as it were, into Christian times, is seen in the case of Henry III, when as late as the last quarter of the thirteenth century he raised what must have been the last funeral " tumulus " in England: a great mound of earth was reared behind the high altar, and on it was set the tomb of the meek and gentle Confessor. This Treasury is, then, the most anciently interesting bit of the Abbey, and expresses the medieval interpenetration of sacred and secular things.

To this day certain portions of the sacred buildings are in the hands of the secular power of the State—namely, the Chapter House, the Chapel of the Pyx, and the Old Parliament Office, which was once the property of the Benedictine Monastery of St. Peter. The Painted Chamber might be regarded as the chief link in the chain of an unbroken past, dating from the time of the Conquest up to the great fire of 1834. Its final demolition did not take place until 1840, for after the fire its charred walls were left standing and formed the shell for the temporary House of Lords Chamber in which the Peers met until the present building was completed.

Of all the ancient buildings which existed at the great fire of 1834, none had such a brilliant and tragic history as St. Stephen's Chapel. Its origins are indefinite, and it appears to have been founded about seventy years after the Conquest. Henry III's considerable works were wholly destroyed in 1262, after an existence of a century and a quarter. Edward III is usually regarded as the builder—as Stephen was its founder—and he at least restarted the work of his predecessors. The building was in hand during the whole of the fifty-three years of his reign, and probably expressed a couple of generations of English craftsmen's effort. As a building the Chapel was the crest of the wave of English Gothic. The prodigality of the interior is only faintly shown in the imperfect records left to us. It was contemporary in style and feeling with Sainte Chapelle, which certainly influenced its general design, and in its completed state it existed for nearly two centuries before the desecrating hands of the Stuart and Hanoverian architects made it what it became at the end of the eighteenth century, and down to the great fire of 1834.

Internally the Chapel contained a series of remarkable and beautiful wall-paintings. As regards their date, these

The substance of a lantern lecture delivered by Mr. T. Wilson, of His Majesty's Office of Works, before the Sheffield, South Yorkshire and District Society of Architects.

The earliest drawing of the River front, 1625.

Left, River front before the Fire, 1834. Right, Barry's design for the completion of New Palace Yard.

paintings were probably about 110 years later than those in the Painted Chamber, and, as we should expect, showed an enormous advance in technical achievement. From the Fabric Rolls which we possess, we learn that the paintings represented at least sixteen years of continuous work. They were undoubtedly by English artists, and are earlier by twenty-five years than the Wilton House and Westminster portraits of Richard II, probably the earliest English paintings which we possess. The story of their discovery is an interesting one. In 1800, by Act of Union, one hundred Irish members were added to the House of Commons. It was found necessary to take down the wainscoting fixed by Wren, in order to cut back the wall some 2 ft. between the buttresses to give the necessary space for additional seats for the Irish members. Behind this panelling the paintings were rediscovered, and for the last time there was disclosed to human sight a fleeting glimpse of those gorgeous medieval wall decorations, sculpture and stained glass, which made the Chapel a shrine of English art in the fourteenth century. Works of extension had to be done, then as now, at enormous speed; the architects practically paid no attention to the preservation and recording of the important discovery. The records made before the final destruction of the paintings were, to say the least, far from adequate considering their great importance, and, of course, the great fire of 1834 completed the work of destruction of such as remained. Before the end of St. Stephen's as a sacred building, English Gothic building was to flicker once more before it finally expired in the ornate and beautiful Tudor-Gothic cloister, which is still standing and is used by Members as a cloakroom. This beautiful late work was almost the last piece of pure English Gothic done before the style finally died, to be revived 400 years later in the work of the present building in the first half of the nineteenth century.

When the Commons left their ancient meeting place in the Chapter House, and crossed Old Palace Yard and took possession of St. Stephen's Chapel, they came back as a strong force in the Constitution. The Collegiate Chapel was no doubt a very comfortless place in which to legislate. It was left to Wren to take down the upper part of the wall and re-roof the building—a new ceiling being added. At the beginning of the nineteenth century Wren's front was still standing; by 1825 it had been altered into a recognizable imitation of the ancient work. This façade was rendered in stucco and, under the direction of Wyatt, a new window was formed in the end, and two pinnacles added, in the usual fantastic style of decoration which marks the works of that architect; the window was merely constructed for show, as the three modern ones which light the interior still exist in the middle of it. The end came in 1834. "On the night of October 16, 1834," says Barry's biographer, "Mr. Barry was returning from Brighton on the coach, when a red glare on the London side of the horizon showed that a great fire had begun. The Houses of Parliament had caught fire, and all attempts to stop the conflagration were unavailing."

Upon the destruction of the Houses of Parliament by fire a new building was inevitable, and the present structure was the attempt of the Victorian age to rival the glorious productions of our forefathers. The building represented the crown of the Gothic revival, and was the centre of the modern movement for the revival of the art and crafts and their restoration to their place of importance in the national life. The state of feeling and spirit in which the present building had its rise is fully expressed in the official language inviting competitive designs for the new Houses of Parliament. "We shall not simply possess a structure that may bear comparison with any foreign structure of the same era, but one that will at once take English architecture out of the shadow of its own greatness, by rivalling the glorious productions of our forefathers, the builders of the wonderful abbeys and cathedrals."

The attitude of men like Wren, John Evelyn, Wotton, and others towards an age which had created the medieval mind and all its exquisite creations in art, is one of the most perplexing in the psychology of the artist mind. When one realizes what architects like Inigo Jones did at Old St. Paul's and Wren at Old St. Stephen's, one is amazed. The

The East end of St. Stephen's, showing Wren's work.

imbecilities they perpetrated could only have been the result of a strange insensitiveness to the glories and miracles of early Gothic art, to which their artistic responses appear to have been blunted.

Wotton, in 1624, could write in his introduction to his *Elements of Architecture*:

> Building hath three conditions: Commodite, Firmness, and Delight.

Yet when he comes to speak of the Gothic arch and vaulting he proceeds:

> for their very Uncomeliness ought to be banished from judicious eyes and left to their first inventors the Goths and Lombards amongst the Reliques of a barbarous age.

In this wise there grew a sort of accepted, unchallenged sentiment which came down, decade by decade, that Gothic art was the work of barbarians. It was the task of the Gothic revival to correct this view, to rediscover the validity and restate the principles and importance to medieval art, as an answer to the classicists who talked about the revival as a throw-back into the Middle Ages and asked if Gothic barbarism is again allowed to triumph. The Renaissance did not come as an abrupt break with the Gothic past; it stole fitfully but surely through four centuries, gathering momentum, until it submerged but never actually obliterated the traditions of medieval Gothic building. How far the Victorian age succeeded is a personal question which can be decided by those who know the present building. It was a great architectural effort, the epitome and a crown worthy of the Gothic revival.

STICKTION

[BY T. S. ATTLEE]

THERE is a mysterious property of materials which maintains them in position, when to all appearance they should be falling, and arrests distortion at the very toppling edge of disaster. Architects have named this quality "sticktion." A scientist, I suppose, would detect the working of some law—perhaps that "principle of least action," of which Bertrand Russell speaks in the *A.B.C. of Relativity*, that "kind of law of cosmic laziness, according to which every body does as little as it can." In old houses one constantly meets with examples of it in leaning walls that can't make up their minds to take the final plunge; in lintels, which have fallen away in decay, and brickwork above, which is too lazy to follow suit.

To the young architect sticktion is as necessary as toffee to a schoolboy, though the need grows less acute, as a rule, as he grows older. There must be few architects who have not crept back apprehensively to their first job. You wish to see whether, after the passage of years, all is still well with that great chimney-stack into which you gathered all those flues in such confidence that they would work in all right eventually, and where you detached one flue from its chimney-breast and left it without adequate means of support in its precarious course to the chimneypots. Yes! There it stands without crack, bulge, or fissure; perhaps it was too much bother for it to move.

Nor is this trait a mere adhesiveness—a natural property of mortar or cement; for only the other day the principle was found operating in a wall whose component parts had little or no adhesiveness. In prospecting for holes for some new hot-water pipes, it was observed that the wall above the kitchen range was bulged outwards on three sides and marbled with cracks (the latter were old friends and had not moved for six years at least). Further investigation showed that previous owners of the house, desiring to install a kitchen range of greater width than the opening would admit, had cut away the chimney-breast on both sides till a bare 6 in. survived to carry a wall above nearly 3 ft. thick; yet, though the breasts and back had bulged, they were bearing the load. It was, perhaps, lack of faith which made us refuse to trust any longer to the sticktion which had maintained the wall in position for so many years; but when first aid, in the shape of steel joists and brickwork in cement was being applied, to our surprise we found that the wall (of rough stones of all shapes and sizes) was not laid in mortar, but in mud—now powdery. George, the mason—who, with the help of a boy, needled the wall, pulled down its base and then rebuilt it—remarked that there was nothing unusual in that, as commonly only the outer 12 in. of such walls was laid by men and brought to a fair face in mortar, while the remaining 2 ft. were confided to boys and laid in mud. The disadvantage of that system is that a hole driven through the wall, or a holdfast inserted, is certain to radiate unsightly and menacing cracks. However, the method justified itself thus far—it developed sticktion.

An even more remarkable case of the same sort was provided by a country rectory, where the enterprising incumbent, fired by an impulse to convert his basement into a parish room, removed the partition which bisected it and, incidentally, carried the outer ends of the joists that upheld the floor of his study. The joists, thus handicapped, nevertheless maintained their position gallantly till a growing springiness in the study floor disclosed the fact that they were holding on by their toes alone—like a gymnast on a trapeze. This same property of sticktion often defeats the heedless fury of fitters, who, intent only on getting in their pipes, saw through the sills of partitions and gouge great caverns out of beams, threatening to wreck the house for the sake of its fittings.

It is this same "principle of least action," one supposes, that retains people in life after all their circumstances seem to justify their departure from it. How well I remember, as a boy, hearing my relatives regularly inquiring after old Dr. Hawke—a distant connection. "Oh, he's wonderfully well," would come the reply, and then, in half-playful remonstrance: "He ought to be dead, you know"; after that would follow the incredible tale of the years and disabilities that greased the slipway down to that death, over which he hung in such unaccountable reluctance. The same law of cosmic laziness keeps old scandals circulating long after they have been proved untrue; maintains a political party in power, although the nation has long shed its last rags of belief in it, and brings it about that revolutions never occur till they have been overdue for years.

Things in general evidently hold, with Burke, that any change, if it does not bring a definite good, is an unmitigated evil. To those who are pledged to turn the world upside down, this fact is a cause of much worry, depression, and fatigue; but to architects and other specialists in immobility, it is a very real comfort. It is but seldom, after all, that our structures fall; but, when someone else's does, we, whose creations still stand, should reflect with humble gratitude: "There, but for the force of sticktion, goes 'The Laurels,'" and then turn with fresh courage to the task of living down that early indiscretion.

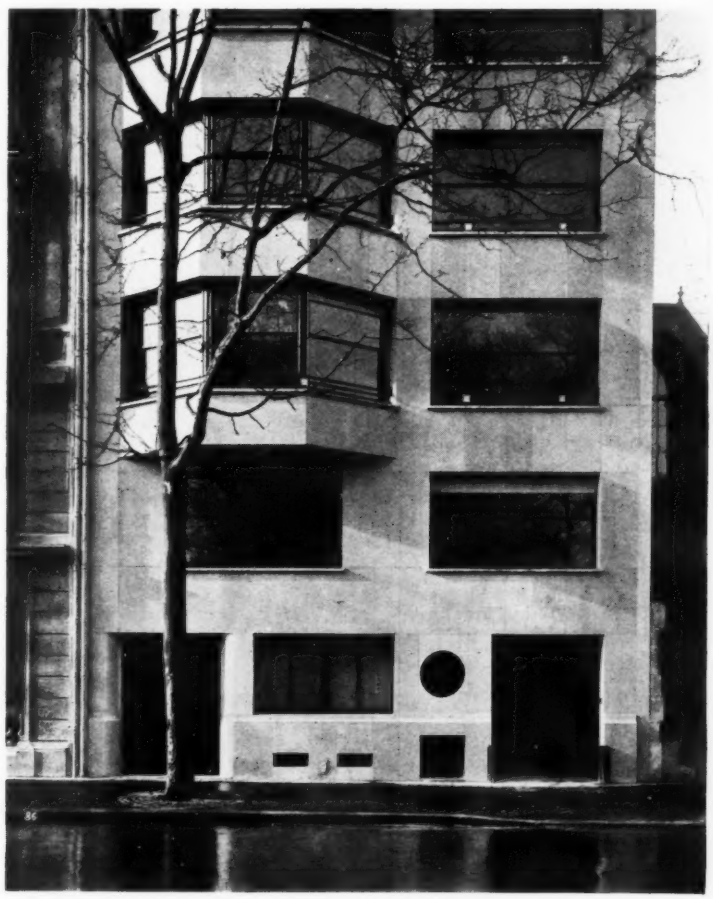
SOME MODERN PARIS FLATS

[BY P. MORTON SHAND]

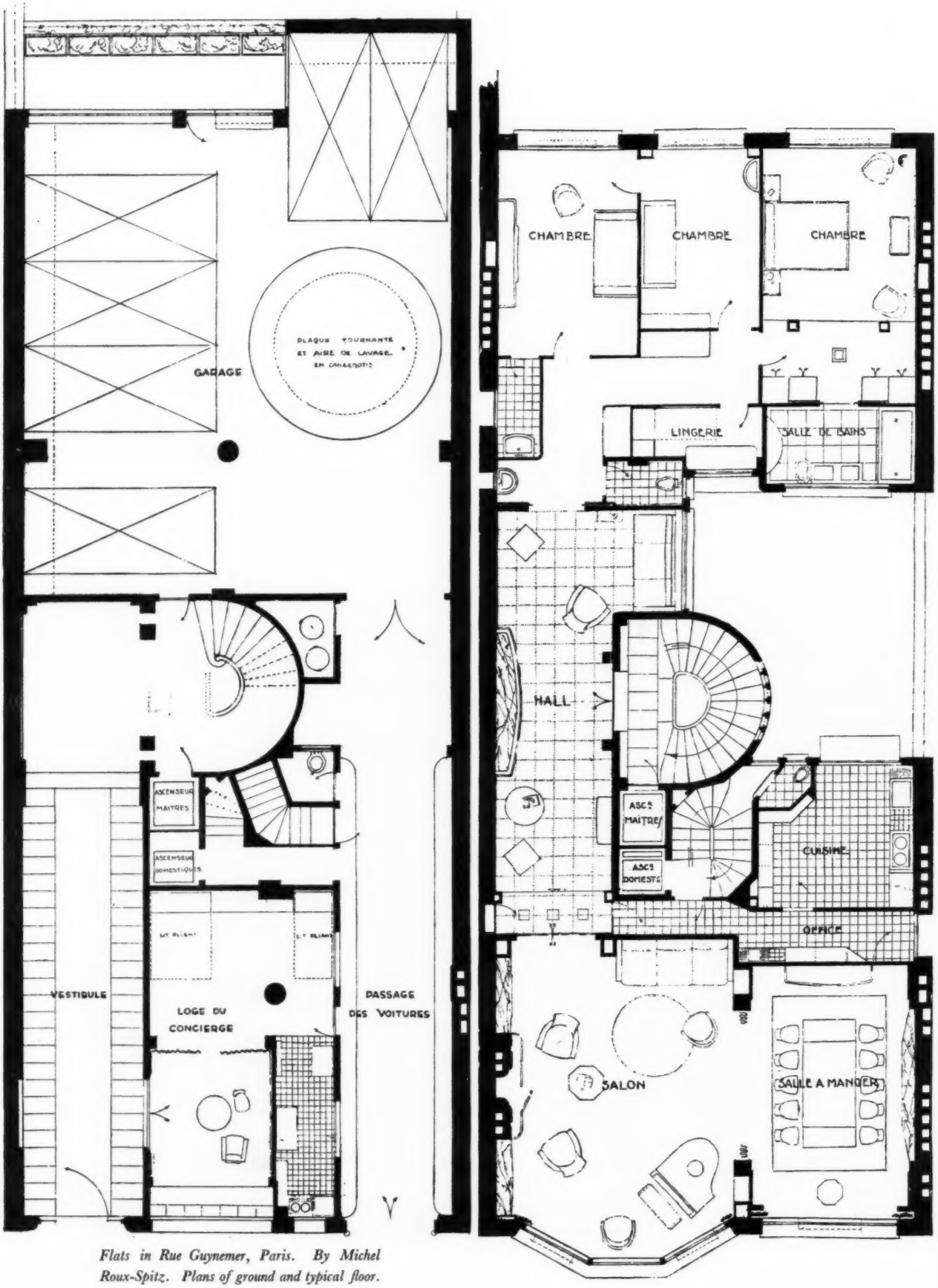
ROUX-SPITZ, like André Lurçat, holds the belief that in the near future the practice of architecture will be confined to men who combine in their single persons the several capacities of constructor, composer, planner, designer, and decorator. The gradual delegation of the first and last of these essentially complementary branches of architecture, considered as a whole, from what was formerly the master builder-craftsman's unfettered design in conception and undivided authority during erection, to the extraneous control of independent specialists, with their own corporate conventions, individual ideas and personal caprices, was directly responsible for the decadence of architectural art in the nineteenth century—a decadence inevitably attendant on all forms of "collective thinking" and composite taste. The engineer who was consulted calculated without composing the elements he handled or being called upon to exercise his own imagination. The nominal architect encumbered his façade with unessential detail that degenerated into prolix ornament and meaningless ostentation, while trying to restore some semblance of logical distribution to a plan compromised in advance by the arbitrary exigencies of the engineer's inelastic steel skeleton. Finally, the so-called house decorator arrived on the scene, when the architect and engineer had already left it, to paint, paper, plaster, and "advise on furnishing"; or, worse still, a professional "expert" in one or other of the "recognized antique styles" was brought in to organize an interior veneer of structural sham, architectural fraud, and decorative insincerity—inspired by the stereotyped reproduction of that "artistic charm" pervading some "period" utterly foreign to the character of the age—on the pretext of imparting greater habitability and comfort to rooms which he had neither planned nor designed.

It is, therefore, not without a certain significance that the building described in this article should bear, near its base, in the place where it is usual for French architects to "sign" their works, the unusual inscription: "Architecture *et Décoration* de Michel Roux-Spitz, 1926-27" (the italics are the writer's, not the memorial sculptor's), as a confession of faith and testimony of actual achievement deliberately framed to challenge the immediate, but not yet completely inanimate, past, arrest the attention of the yet malleable present, and enlighten a perhaps curious future.

This fine and virile block of flats embodies a type of



Flats in Rue Guynemer, Paris. By Michel Roux-Spitz. Detail of principal façade.



Flats in Rue Guynemer, Paris. By Michel Roux-Spitz. Plans of ground and typical floor.

straightforward, uncompromising construction in which the architect, as sole master of his site and style, has been free to think out carefully, almost amorously, every practical detail, great and small—cynics, perhaps, might find sufficient cause for this in the fact that in the present case the architect was designing a building which was to include his future home—from the thickness in millimetres of concrete for the foundation of this and that stanchion, or the exact position of a housemaid's sink, to the precise degree of decoration functionally permissible in the railings of the first recessed parapet and the choice of shape, colour, and fabric to be embodied in the armchairs of his best bedroom. The result, in the words of an eloquent modern architect who has described it, is: "A complete and perfectly harmonious union of the structural engineer's exact science and the competent architect's coalescent and imaginative planning, embellished by the decorator's rhythmical and informing art; elements which, though they become anarchic in divorce, once combined into a single vital organism constitute the whole art of building. This is a building conceived so as to realize a beauty of mass, proportion, and function; a beauty pure, severe, frank and

Flats in Rue Guynemer, Paris. By Michel Roux-Spitz. A general view.

yet reticent, innocent of plastic artifice, adventitious adornment and, above all, of the heinous, the mortal architectural sin of squandering the least space or surface."

In order to finance the building of this nine-storied block of flats, each of three friends contributed a certain percentage of the capital sum required, fixed in proportion to the cost of construction for the particular floor, or floors, it was his intention to inhabit, or own, when completed.

The tenancies of the building were accordingly divided as follows: M. Michel Roux-Spitz took the fifth floor, with a small front office in the eighth; his friend, Monsieur Y, the first and second floors; their mutual friend, Monsieur Z, the third, fourth, and sixth floors, together with the front part of the seventh. It seems clear, therefore, that at least one of the three tenant co-proprietors intended to sub-let one or more of the floors of which he was the landlord. The remainder of the seventh and eighth floors is occupied by servants' bedrooms. All these floors, except the sixth, seventh, and eighth, which have been progressively stepped back on the zoning principle, are identical with the plan of a typical flat reproduced on page 720.

The ground floor contains the entrance hall on the left, and a passage-way for cars, communicating with the garage in rear, on the right; the concierge's lodge being in the middle. The servants' and residents' lifts are behind the concierge's lodge; the service and main staircases, with a door opening direct into the garage, are adjacent to them. The entrances to the servants' lift and stairs are off the paved passage-way leading to the garage. The garage itself, which occupies half the ground floor, lies beyond the main staircase. It has accommodation for six cars—the intended number of tenants—in as many lock-up cubicles (two in rear and four on the left), with a private locker built into the wall for the use of each car-owner or his chauffeur. To facilitate the manœuvring of cars in what is, laterally, a rather cramped position for a garage, a turntable has been provided facing the doors of all the compartment cubicles. This turntable, which is worked by compressed air, has an iron grid flooring that spans an oblong cavity beneath, thus enabling it to be used as a washing area and examination pit as well.

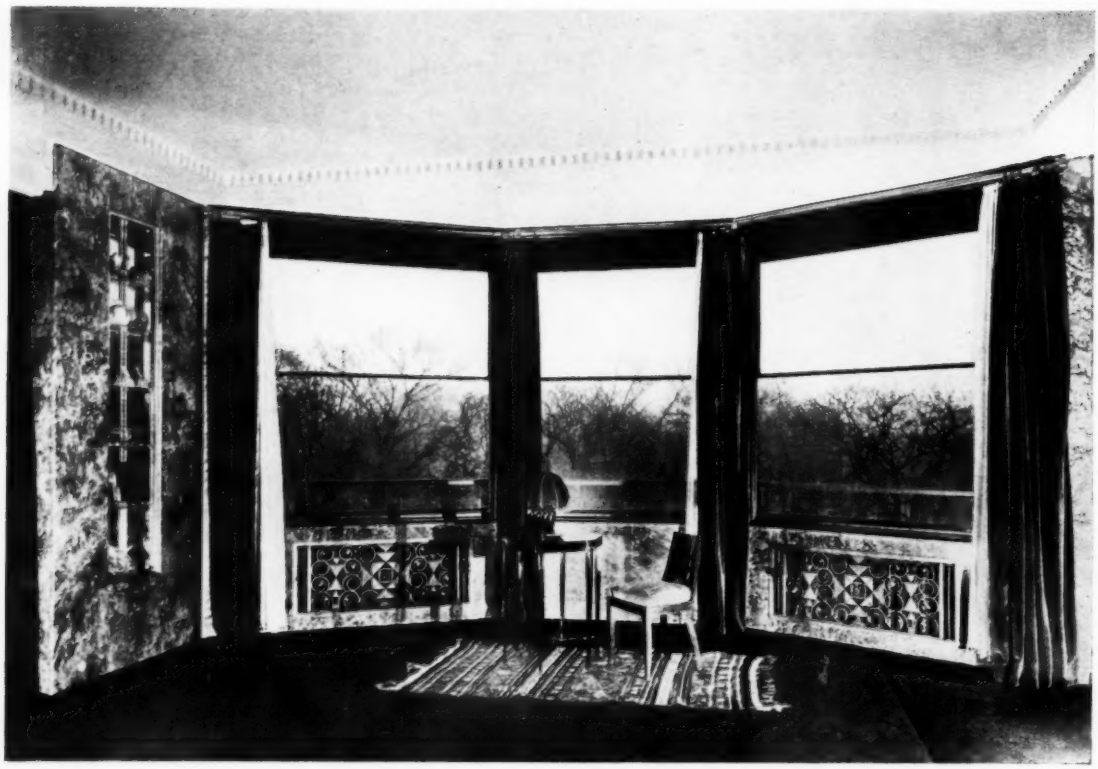
The site, which is only about 30 ft. wide, presented great difficulties for practical and economical treatment, not only on account of its narrowness, but also owing to the absence of a courtyard behind, shared, as is common in Paris, with neighbouring buildings on the same street front. There is, however, a small garden right at the back, closed to all wheeled traffic, the user of which is jointly vested in the tenants of 14 Rue Guynemer and those of another block of flats on the Rue Madame that runs parallel to it.

Flats in Rue Guynemer, Paris. By Michel Roux-Spitz. The wrought-iron entrance door.

Flats in Rue Guynemer, Paris. By Michel Roux-Spitz. A view looking up the light well, showing staircase lighting.

The building was constructed of reinforced concrete throughout, except that hollow tile walls were used to face the well of a small court lying at the back of the main staircase between the garage and the passage-way which approaches it from the street. The number of supporting points for joists and stanchions on the main front has been reduced to a minimum, so that the rooms overlooking the Rue Guynemer could be made to profit to the full extent of the very fine view across the Luxembourg Gardens and towards the Panthéon which their windows command. The principal façade is faced with large slabs of polished Hauteville stone, which is also used in the panelling of the entrance hall. The back has been cased with blocks of precast stone, while the party walls were built of ordinary brick. The window bays have been made as protuberant, and the companion windows, flush with the wall, to the right of them, as wide as possible, so as to compensate for the relative lowness of all the floors—which was inevitable if nine stories were to be fitted in between the perpendicular limits adopted—by their enhanced clarity and airiness. These windows are metal-framed and of the sash type, which open upwards and backwards, and not up and down, either by pulling a cord, or revolving a small nickelled handle such as is now fitted in motor-cars for the same purpose. Each window is divided into two sheets of plate-glass, the partition being well above the normal line of sight so as not to detract from the enjoyment of the view. The lintels are of hollow concrete in order to accommodate Baumann guillotine shutters.

The lighting of the great concrete tower enclosing the semi-spiral main staircase, the interior surfaces of which are lined with polished Hauteville stone, is particularly interesting. The bays between each landing have six small reinforced concrete mullions that were moulded in situ. The seven narrow slit windows, reminiscent of the loopholes of medieval castles, are filled with what at first sight appears to be just a rather monotonous type of the ordinary banal and pretentious cubist stained glass. This glass—selected from inexpensive, general utility, stock varieties, that are partly white and partly coloured and alternatively transparent and opaque, with intermediate opalescent panes—forms reiterated decorations based on carefully studied sequences of intersecting angles. On closer inspection it soon becomes clear that these small mullioned windows have been soberly designed to fulfil their legitimate function, and not primarily to startle the beholder by the display of a deliberately bizarre effect—which many by no means old-fashioned people have shrewdly suspected was the real motive that dictated the choice of a superficially, rather similar glass to fill the long perpendicular window of the turret staircase in the house built by Mallet-Stevens at Passy for the sculptor brothers Martel. In any case, these groups of windows assure an admirable diffusion of light on the stairs, by following round their external curves and punctuating them at short regular intervals; a welcome practical innovation in France, where staircase cages are usually horribly cavernous labyrinths. A possible defect is that none of these small



Flats in Rue Guynemer, Paris. By Michel Roux-Spitz. View of bay window of fifth-floor living-room, looking out over the Luxembourg Gardens.

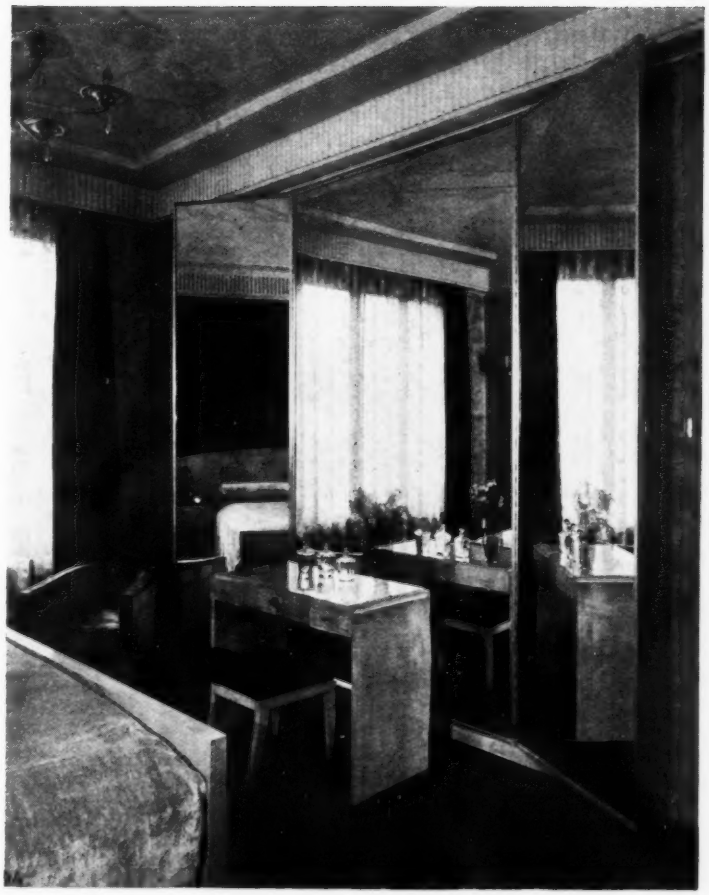
windows appears to open, so that the only ventilation is from the top and bottom, or through the well of the residents' lift. The servants' staircase alongside, the inside of which is finished in cement stucco, does not present any unusual features.

The only decorative notes relieving the fine, bold severity of the five great tiers of bays on the principal façade is a narrow toothed frieze carved under the sixth-floor windows and a short corrugated bar of stone, instead of some restless swag or a fictitious bracket, defining the soffit of the lowest (second floor) bay. There is a railing of very simple but pleasant design skirting the recessed parapet of the seventh floor, which is the only one to have a balcony. An even slighter decorative motif has been given to the uniform window-sill guard-rails of the second, third, fourth, and fifth floors.

In marked contrast, the front door has a richly-wrought, somewhat Sardinian-looking design of partially gilded forged iron. A minor detail, typical of the architect, is the at once practical and decorative design of the corrugated guard-posts at the entry of the passage-way leading to the garage.

Each flat consists of three separate units, grouped apart: the reception rooms, the bedrooms, and the servants' quarters. The last, of course, do not contain any bedrooms. In France, sleeping accommodation for servants is seldom provided in the flat itself. These are segregated on a separate floor, or floors, in the attic story serving the whole building; the actual number of rooms available being in proportion to the number and size of the flats concerned, with a certain surplus held at the disposition of such tenants as may wish to employ a more than usually large staff. This leads to waste, since some of the bedrooms nearly always stand empty owing to the fact that as the landlord does not include the rent of even a single servant's bedroom in the lease of any of his flats, there is no inducement to the tenant to engage more servants than are indispensable for the proper maintenance of his home. Such a system—though popular enough with most French servants, who resent any semblance of control of their private lives by their mistresses—inevitably increases the risk of burglary in such an ineffectually-policed and crime-ridden country as France, because front-door keys have to be given to the maids.

The "living-room"—as the French now prefer to call it, as a means of avoiding that pompous and often misleading term "*salon*"— which can be divided into a separate drawing-room and dining-room if so desired, overlooks the Luxembourg Gardens; the big bow-window lighting that part of the room planned for use as the sitting-room, and the flat window, to the right of it, the recess arranged for the dining-table. A long hall, facing the front door (opposite which, on the landing without, both the main staircase and residents' lift debouch) and looking into the well of the small interior court, intended to serve as a smoking-room lounge, is situated in the middle of each flat so as to form a natural link between the reception and bedroom wings. The service rooms, consisting of a pantry and kitchen, are tucked away between the hall, the living-room, and the front wall of the same little inner court. The service lift and staircase are immediately opposite, a back door opening into the pantry. Inside, the pantry communicates with the hall, and also, through a door concealed in the panelling, with the dining-room recess



Flats in Rue Guynemer, Paris. By Michel Roux-Spitz. The principal bedroom of the fifth-floor flat.

of the living-room. The kitchen, which is behind the pantry, overlooks the court. Shelves, cupboards, and dressers have been designed as an integral part of these two rooms, so as to provide a rational utilization of the smallest corners formed by the walls they are built into. The servants' w.c. for each floor is outside, on a small intermediate landing of the service staircase.

There are three bedrooms, all of which look out on the enclosed garden at the back. The principal bedroom has a dressing-room and bathroom attached. The second best bedroom, intended for the daughter of the house, has its own *cabinet de toilette* and lavatory basin. Between the two is a child's nursery-bedroom, also fitted with a lavatory basin. The linen-room, in the corner lying between the child's bedroom and the bathroom, has a bed which folds into a cupboard for the use of a hospital nurse or lady's maid in emergencies. The w.c. is between the linen-room and the hall, so as to be equally conveniently situated for the bedrooms and reception rooms, with an open lavatory basin opposite. The doors are mostly of the side-sliding type. The wooden-framed windows are in other respects identical with those in the living-room. Here, too, the cupboards and wardrobes have been built into the walls and partitions. All piping has been made invisible by imbedding it in the floors and walls, though every important trap and stopcock is readily accessible. The radiators are recessed into the walls and concealed by metal gratings. Vacuum-cleaning has been installed, with an attachment which enables the dust absorbed to be conveyed direct to the drains. Admirably compact as is the planning in relation to such a narrow rectangular site, it should be noticed that the only entrance to the single bathroom is through the best bedroom's dressing-room. It should, perhaps, be explained that whereas we in England have for long been accustomed to consider the use of the bathroom by guests staying in our homes as simply an elementary part of hospitality, this is by no means ordinarily regarded as a matter of course in France, where baths in private houses are not nearly so common or regularly utilized.

The living-room is partly panelled in a warm, mottled, reddish marble, which surrounds two china-cabinets built into the wall on either side of the bay. Two charmingly-designed, gilt wrought-iron grilles screen the radiator coils placed in niches hollowed out of the walls underneath the side windows. There is a simple diced plaster frieze of triangles set on edge running round the plain white ceiling. The curtains and carpet are monochrome.

The bedroom of M. Roux-Spitz's own flat is particularly beautiful, the smooth chastity of its harmonious and unbroken surfaces eschewing all fantastic lines or perversely angular forms. This room is panelled right up to the ceiling in grey sycamore. The furniture—which comprises a great double bedstead and a dressing-table and chair facing a large central pier-glass, with folding mirrors hinged on either side of it, but likewise built into the wainscoting of the walls—has been carried out in the same wood. The headpiece of the entirely uncarved or otherwise decorated bedstead is prolonged so as to comprehend twin table bookcases in the sweep of each of its downward curves. The bedspread, like the upholstery of the two low armchairs, is of plain grey velvet. The bed-hanging, the curtains, and the seat of the dressing-table chair are made of one-colour velvet of a darker shade. Here, too, a monochrome pile carpeting covers the floor. The electric lighting is by means of a graceful, six-branched Venetian glass chandelier with pendant drops; there are also shaded bracket lights set in the panelling on either side of the bed. The dead white plaster of the ceiling is unrelieved except for a simple, vertically-reeded frieze. On entering, one is at once conscious of the fact that this restful and dignified room has been designed as a whole, with every part of it, and each piece of furniture in it, considered as an element essential to its unity of composition.

Yet in spite of all M. Roux-Spitz's brave efforts to sweep away the trammels of a tenaciously lingering and unpractical past, which clog the activities of an essentially impatient and practical present, these ultra-modern flats perpetuate three conspicuous anachronisms, quite apart from the moot question of the expediency of following established precedent in allotting bedrooms to servants without the precincts of their masters' *appartements*. First of all there is the old-fashioned, unhygienic double bed, an astonishing survival in present-day design, only to be found in France. Secondly, the tenants have no letter-boxes in their own front doors; and probably not even a common panel to accommodate them on the ground floor, just inside the hall, as is the hazardous, time-wasting, and illogical custom in other French towns. M. Roux-Spitz should not be lightly blamed for this apparent omission. It would need something far more improbable than another Revolution—a wholesale reorganization of the antediluvian machinery of French Government on modern lines—before the *administration* so unsparingly ridiculed and yet patiently endured under the abbreviation "P.T.T." (*postes, télégraphes et téléphones*) could be induced to insist on French postal employees taking the lift to deliver letters and telegrams at the doors of their respective addressees. At present they invariably leave them in the concierge's lodge—the use of the one lift for tradesmen and postmen being in nearly every case strictly prohibited by the landlord on a prominent notice placed near its gate; an injunction which is, for rather obvious reasons, invariably punctiliously observed by the latter—to the tender mercies of its inmate, until such time as servants are sent down in quest of them, or she thinks fit to undertake their distribution in person. Thirdly, there is the concierge herself, often reinforced by her husband, eternally on duty in that stuffy little rabbit-hutch.

In the present case, M. Roux-Spitz has adroitly metamorphosed this concierge into a motor mechanic, expressly installed on the premises for the upkeep and running repairs of tenants' cars. But this is only an adumbration. A concierge remains—for whether male or female the lodge makes the concierge, not the concierge the lodge.

Still, Rome was not rebuilt in a day. M. Roux-Spitz's next block of flats may eliminate double beds and a concierge's lodge; he will not, I feel pretty sure, be able to guarantee its tenants that the present generation of Paris postmen—responsive to M. Briand's exhortation to all patriotic Frenchmen to "be modern" and embrace the spirit of the present age—has agreed to envisage the delivery of ordinary correspondence in private letter-boxes slotted into their own front doors.

These, however, are minor, and only in a very remote sense of the word architectural, criticisms. No. 14 Rue Guynemer is indisputably an important landmark in the gradual stabilization of the so-called modernist style in architecture.

16 *The Regency stucco and metal shelter in Berkeley Square Gardens has an ample and protective air. The central structure is substantial and dignified—well worthy of imitation; though the canopy is not one of the best examples of its type, and the columns are meagre and unsatisfactory. Comparison of these with cluster and reeded columns seen in eighteenth- and early nineteenth-century verandas will show how much better are the latter as, also, are contemporary piers of treillage, whether carried out in iron or in wood. Cast-iron treillage might well be used in modern work, particularly where the initial costs of patterns can be spread over several repetitions of the same casting.*—[NATHANIEL LLOYD.]

ENGLISH PRECEDENT

CARRERAS'S NEW TOBACCO FACTORY: i

[BY C. W. BOX]

A DESCRIPTION of one of the largest and best-equipped buildings of its class in Great Britain, if not in the world, calls for a few preliminary remarks as to the various attributes to which attention must be paid before a true assessment can be made of the success of such a venture as will be discussed.

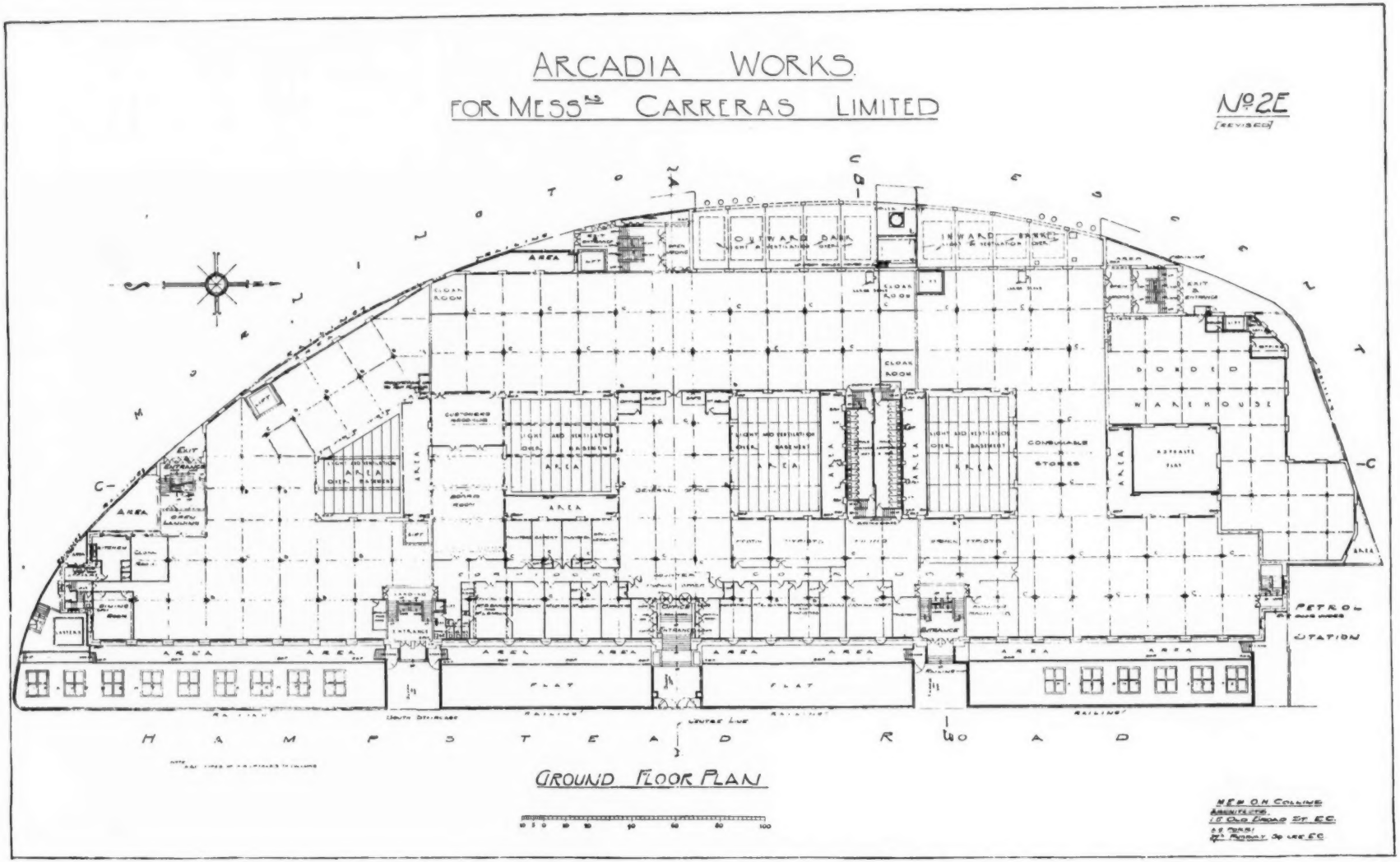
It has been said that "Truth in expression" should be the keynote of all structural design, whatever material or combination of materials is employed, and it is generally acknowledged that all design to be sound must "truly express its purpose." Today, more even than in the past, all architectural design is closely allied to the general standards of science, and is definitely confined within the limits of dynamic and static laws. Buildings, therefore, must be assessed logically, and in their attainment of such a quality will also be found their true æsthetic value. We have today at our disposal many new structural methods of erecting buildings, and in particular the manner in which it is now possible to widen the sphere of utility as far as the employment of steel and concrete in economical combination is concerned. The theory of stresses is so well understood, and the supply of suitable reinforcement is now so adequate, that it is only reasonable to find that architects are beginning to accept this form of construction as one which will eventually become of standard use for most classes of work. In the use of such materials, however, due care must be taken to find satisfactory scale without having to increase the various structural members in dimensions beyond those which are necessary to take up in a suitable manner the various stresses involved. This problem has not in the past been any too well solved, and there are practically few examples of such buildings worthy of note to be found in this country. It is, therefore, all the more pleasing to be able to bring before the public such an honest example of reinforced concrete design and construction as we are contemplating in this series of articles on the new factory which is now being erected in Mornington Crescent, London, for Messrs. Carreras, Ltd.

Messrs. Carreras—as everyone knows—are the manufacturers of the "Black Cat" cigarettes, and the even more popular "Craven A."

Owing to the great recent expansion of their trade, Messrs. Carreras have found it necessary to inaugurate a scheme of rebuilding on a more ample site than that which they at present occupy in the City Road. The originator of the project was Mr. M. E. Collins, of the firm of Messrs. M. E. and O. H. Collins, of 115 Old Broad Street, E.C. The consulting engineers are Messrs. Considere Constructions, Ltd., of Westminster, and the general contractors are Sir Robert McAlpine and Sons.

In order that the proposal as a whole may be the better understood, it is now thought well to intervene in the general description of the new premises by summarizing briefly the various processes involved in the manufactures undertaken by Messrs. Carreras, and for which adequate accommodation must be provided. As in all other classes of manufacture, the number of processes to be considered and accounted for are probably much in excess of

Carreras's new factory in Camden Town. By M. E. and O. H. Collins. A general view of the Hampstead Road frontage.



Carreras's new factory, Camden Town. By M. E. and O. H. Collins. Plan of ground floor.

what would generally be expected. The several processes to be housed are these: 1: opening the hogsheads of the leaf; 2: unpacking; 3: moistening; 4: splitting and separating the bundles; 5: cutting out the ribs of the leaves; 6: cutting the leaf; 7: extracting impurities; 8: making cigarettes on the machine at the rate of 1,350 per minute; 9: packing.

First must be considered the arrival of the raw tobacco; this arrives in hogsheads, and, contrary to usual practice, in this new factory a special warehouse has been constructed for the reception and housing of these, which is obviously a far more convenient way of dealing with this part of the business than first sending the casks to the Government warehouse and having to fetch them from there to the factory.

As the tobacco is required for use the hogsheads are opened and the leaves separated and well loosened. The leaves are next conveyed to the stripping department. Stripping consists of taking the middle rib out of the leaf, and great care is necessary to avoid leaving any portion of the rib on the leaves. Cutting is the next process, and from the stripping-room the leaves are taken to the cutting-room. Here will be installed some of the many excellent machines which, in addition to cutting the tobacco into the fine and tiny lengths that may be termed the finished article, also extract all the dust and other impurities from the tobacco.

The tobacco, when cut, is taken to the department in which the cigarettes are actually manufactured. Here other wonderful machines are installed; in particular should be mentioned that which is capable of turning out 1,350 cigarettes per minute, in addition to putting the cork tips on and printing in two colours the lettering on each. By this machine also the tobacco is rid of all dust, and the edges of the paper finally pasted and dried.

Installed also in the factory will be the humidifying plant, which will control the atmosphere throughout the building. Tobacco is very subject to atmospheric conditions, but by means of this plant, even if it is raining outside, a continuance of a dry atmosphere inside is assured, and, on the other hand, if the internal air is too dry it can by the same means be moistened to the required degree.

Finally, packing and dispatch departments must be considered, packing in particular receiving much attention. So much for process work of the factory, and we will now revert to the building work.

Messrs. Carreras, acting on the advice of their architects and consulting engineers, ultimately decided to erect their premises in reinforced concrete, the outstanding considerations governing such a decision being the known qualities pertaining to such a material of economy and speed in erection. It may be said that they are much to be congratulated both on their choice of materials and the design as generally conceived, and which promises to prove so eminently suitable to the purpose in hand.

The site chosen was originally in the ownership of the Right Hon. the Earl of Southampton, and later belonged, by transference, to Minters. This island site in the past has formed part of the gardens to Mornington Crescent, which is situated in a one-time comparatively fashionable residential quarter. Various societies have taken exception to such a building being erected on this site. It is felt, however, that as the usual regulations in force with regard to the provision of light and air have so obviously been carefully considered and put into effect, and that the claims in this respect of adjoining property owners have been in no way violated, no one should have any grievance in the matter.

A site large enough to suit Messrs. Carreras's requirements is not easy to find in London, and it would not be advisable to compel such large employers of local labour to seek a habitation elsewhere.

In the matter of detail in design the building may be said to be archaic in general style, but will be, nevertheless, quite in keeping with its modern requirements; in fact, the bold effect of the Egyptian mouldings and treatment adopted is really quite suitable, in particular the broad treatment of the lotus capitals and the outstandingly fitting use of the "Gorge" as a crowning moulding should be noted. This treatment is redolent of much research, and exhibits that knowledge of traditional detail which enables an architect to apply its use in such a manner as will be in harmony with the structure it adorns. One may say, therefore, that the adoption of Egyptian motifs is itself a proposition quite

Carreras's new factory in Camden Town. By M. E. and O. H. Collins. View showing main piers, with columns over, to main elevation south of centre entrance.

in keeping with this class of work; but in this case the architects were also able to call upon their correct sense of symbolic application. The Egyptians were great worshippers of the cat, and it was thought that the famous "Black Cat" trade mark had to be in some way very definitely identified with the scheme. Mr. Collins, in company with Mr. Hawkins, paid several visits to the British Museum, and they were able, through the good offices of Professor Dr. Hall, to obtain a view of some of the bronze models of a cat deity that was worshipped at Burbastis on the Nile some 2,000 years B.C. Mr. Hawkins has made another model of this cat, and this is being employed in casting the necessary figures to be placed on the building.

. The elevations may be considered to be quite a logical outcome of the plan; this at least may be said to apply to the Hampstead Road frontage, which is composed of a primary mass supported by the usual flanking and subordinate attributes, and this elevation is individually sound in composition. The central feature in particular is well thought out (apart even from the coloured decorative scheme which much enhances the value of the design), and the scale generally is good. The bold colonnade of twelve large ribbed columns, each 47 ft. high and 5 ft. 3 in. in diameter, framed by the two main staircase pavilions and deep entablature—the latter pierced by the fourth-floor windows—makes an architectural treatment quite in keeping with and worthy of the premises of which it forms a part.

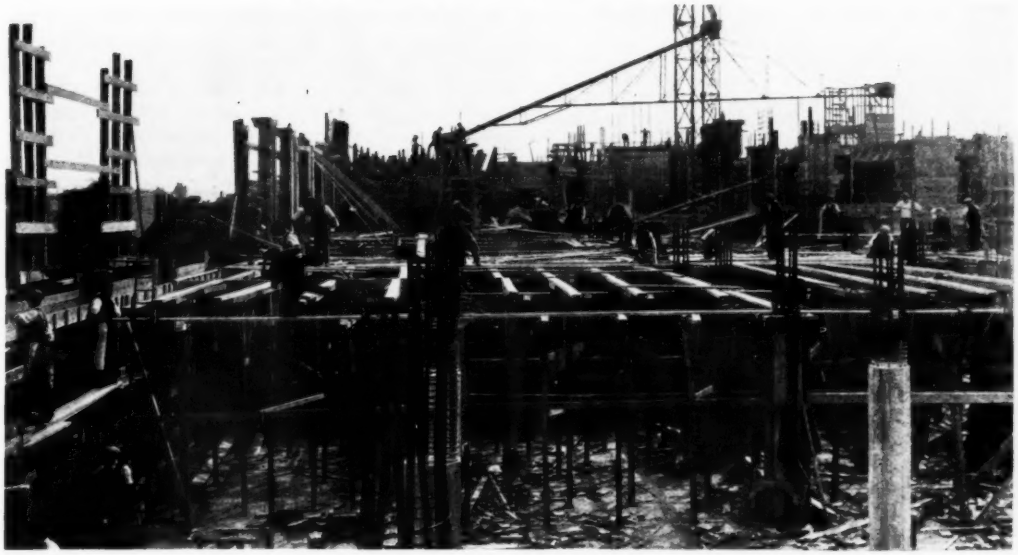
The general finish of most portions of the premises externally will be carried out in white cement rendering, mixed with a coloured sand which will form a warm stone finish, while the principal portions, such as the colonnaded feature referred to above, will have brilliantly-coloured detail introduced in such a manner as to bring out the essential features of the scheme, with due regard to their importance. Great care is being taken to guard against the many possibilities of defects occurring in this rendered work, and it is hoped that these may be obviated entirely. The coloured concretes which constitute the medium for all applied decoration work are composed of Atlas White cement and highly-coloured fragments of Venetian glass, the principal colours used being green and red, blue and white. The bulk of this decorative work in colour is being carried out on the columns and main cornice, the latter of "Gorge" section; also on the vertical roll mouldings, but in addition to these the winged orbs both on the main cornice and the cornice of entrance are similarly treated. The cast cats' heads distributed along the architrave of the main entablature, together with all lettering, both here and over entrances and on the chimney, are being executed in this manner. The Art Pavements and Decorations, Ltd., have undertaken this work. All this work entails most careful casting of the concrete and mixing of the aggregate and the cement. The moulds in particular are most elaborate in form and have to be made up in many pieces.

The internal finishing of the wall, beam, and stanchion faces generally is to be a smooth, unrendered surface; this is being effected by rubbing down the concrete with cement grout and carborundum blocks. Some official portions of the premises, including the board-room, will be tiled or otherwise treated to harmonize with the traditional treatment of the other decorated portions of the work.

The frontage line of the building has been kept back some 27 ft. from the back edge of the pavement in Hampstead Road, and the boundary of the property will be suitably marked by the provision of a kerb and rail. In total length on this frontage the factory will be in the neighbourhood of 600 ft., but it is not yet decided what will be the final length of the curved portion on the west side. The total height is roughly 80 ft. above pavement level. The cubic capacity of the premises is 6,500,000 cub. ft., and the area of ground covered is $2\frac{3}{4}$ acres. The total floor area amounts to the large total of approximately 400,000 ft. super, or 9 acres, and this area is made up of six floors from basement to fourth floor, containing about the same working space.

The question of obtaining the maximum amount of light for the employees has (this one would expect to find) been considered of paramount importance, and the general disposition of the plan has been thought out with this end in view. It will be noted that by the practical distribution of lighting areas it has been possible to divide the building in such a manner as to give floor areas at each level of approximately equal width. This, in conjunction

Carreras's new factory, Camden Town. By M. E. and O. H. Collins. View showing shuttering to columns.



with large window openings, provides for an excellent proportion of natural lighting. Here, again, may be realized how suitable a material reinforced concrete is for employment in buildings of this class. The greater strength obtainable by this combination of materials, both in tension and compression, in comparison with some others in general usage, permits of a far greater proportion of void to solid than obtains otherwise, and consequently when desired for merely practical purposes, a greater amount of glass area immediately becomes possible.

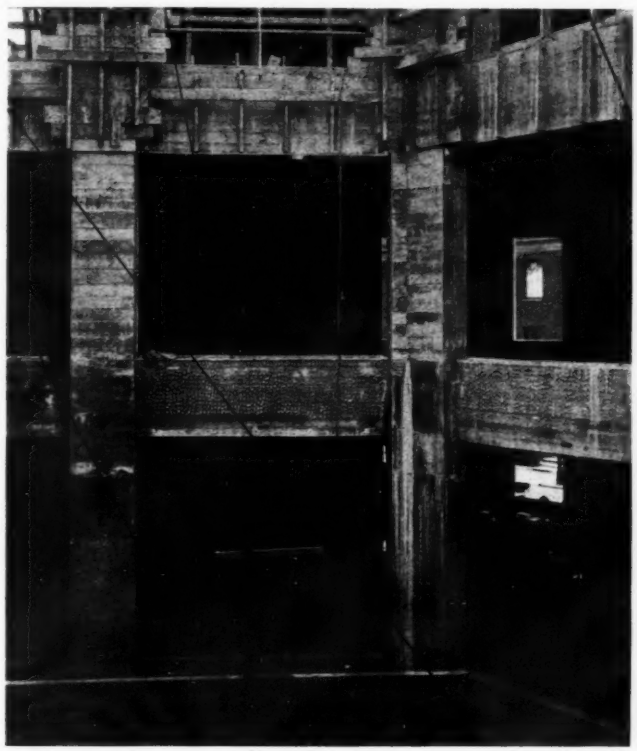
All the details of general plan, as set out both from the point of view of construction and accommodation and general design, may be noted by reference to the illustrations and photographs which we are able to give with these articles.

The design, as a whole, has been standardized in every way possible, both as regards the main structural members and also by the uniformity in size of all the various types of doors and windows used. This, as well as making for speed in erection also helps considerably towards maintaining the unit of scale set forth in the scheme as a whole.

The above remarks will give the reader some idea as to the merits of the proposition under review, and in our future articles it is intended to discuss all the various details of plan, construction, and equipment involved in this huge undertaking.

The erection of the building is now proceeding at considerable speed; the contract, it is hoped, will be completed in about eighteen months. If this becomes an accomplished fact, it will go far towards establishing this class of building in the public favour as a means of attaining sound results, combined with practical utility and of great artistic value in a minimum period of time.

[*To be continued*]



Carreras's new factory, Camden Town. By M. E. and O. H. Collins. Above, view showing braced supports carrying main beams of floor shuttering. Below, view showing one of the areas with large openings for steel windows.

IN PARLIAMENT

[BY OUR SPECIAL REPRESENTATIVE]

An important statement in regard to housing was made in the House of Commons on the Health Estimates by Mr. Chamberlain, the Minister of Health.

At the outset, Mr. Chamberlain explained that the estimates showed an increase of nearly £1,000,000 over those of last year. He went on to say that out of a gross total of £21,700,000, practically half—£10,700,000—was provided for housing and grants. That figure in itself showed an increase over the corresponding figure of last year of over £1,000,000, and was, therefore, rather more than the total increase of the whole vote. So long as they thought it necessary to go on paying a subsidy in order to stimulate house building, so long would they go on adding to their commitments, and that figure must necessarily increase; but while the housing shortage continued as acute as it was at present the country would not grudge the amount necessary to continue the building of new houses, although it would want to be satisfied that it was getting good value for its money. Whatever they might do in the future they could not get away from commitments of the past. Out of the large sum provided in this year's estimates nearly £7,000,000, or practically two-thirds of the total, was for payment in respect of houses built under the Act of 1919. The number of those houses was restricted to a total of 176,000, and it was estimated that in respect of those houses the total capital cost to the Exchequer amounted to no less than £178,000,000. The annual loss falling upon the public funds in respect of each one of those houses amounted to about £45 a year, of which £39 10s. fell on the Exchequer, and £5 10s. came out of the rates. He hoped that as years went on there might be some little reduction in that annual loss as it was found possible to reborrow capital at lower rates of interest, but substantially they must expect this vast burden to remain on the public funds until the expiration of the sixty years provided for the repayment of the loans.

The cost to the Exchequer today of houses built under the 1923 Act was only £4 per house for a period of twenty years, and under the 1924 Act, £7 10s. for forty years in the case of urban houses, and £11 in the case of houses built in agricultural parishes. When last year he recommended the reduction in the original rates in the subsidies on those two classes of houses he did so, not on the ground that the country could not afford the larger subsidy, but on the ground that the subsidy was itself holding up the cost of houses, and that it was desirable to bring about a reduction in the cost by reducing the subsidy. He had compared the average prices of houses built during the last quarter of 1926, just before the reduction, with those of houses let in contracts by local authorities in the quarter ended March 31 last. The reduction in the case of parlour houses was no less than £76 per house, and in the case of non-parlour houses, £80 per house. The capital equivalent of the reduction in the subsidy was £25 per house. It was true that there had been a reduction in the average size of the house, but it amounted, in the case of non-parlour houses, to only 3 per cent., and in the case of parlour houses to only 2¾ per cent. It was clear that the local authorities today, after taking account of the reduction of the subsidy payable to them, were still in a more favourable condition for building cheap houses than before the cut was made, to the extent of over £50 per house.

Business and office premises for Messrs. The National Radiator Company, Ltd. By Gordon Jeeves in conjunction with Raymond Hood. [*Royal Academy Exhibition.*]

After the announcement that the reduction was going to be made there was naturally a terrific scramble to get as many houses as possible completed while the subsidy remained in operation, and in September alone, 52,000 houses were completed. Those 52,000 houses would ordinarily have been spread over two or three months, and it was natural that afterwards there should have been some check or setback to the normal activities. He had never felt any anxiety about the slump in house building that had taken place in the last few months; he had always regarded it as a purely temporary phase, and the latest figures confirmed his a priori expectation that another period of activity was likely to set in very shortly. Not only had the figures of houses completed steadily risen during each month of the present year, but the number under construction, which had fallen to about 48,000 at the end of October last, had risen again by the end of March to 55,000. In addition, there were 91,000 houses now authorized, the construction of which had not yet been started. The local authorities had naturally been anxious to know whether they could rely on a continuance of the subsidy at the present rates, and, while he was unable to give a final reply until the time came when by statute he was obliged to review this question, he had assured them that any houses completed before March 31 of next year would be eligible for the subsidies as they now stood.

Altogether, since the Armistice, there had been built, up to March 31 last, 1,102,000 houses, of which 412,000 had been built by local authorities and the other 690,000 by private enterprise. It was one of the main purposes of the Act of 1923 to encourage the ownership of small houses by their occupiers, and power was given to local authorities to advance money to would-be purchasers to the extent of 90 per cent. of the value. Since the passing of the Act, loans and advances had been sanctioned for this purpose to local authorities amounting to £54,500,000. The progress of the reconditioning of old cottages in the country under the Rural Workers' Housing Act had been, up to the present, disappointingly slow, but by degrees, as the Act became better known, they would see applications coming in and work put in hand at an increasing rate. In the first twelve months during which the Act was in force, assistance was promised in respect of only 151 houses, but in the last three months assistance had been promised in respect of 183 houses.

Slum Clearance

Since the end of the war eighty-seven local authorities had submitted 118 schemes of slum clearance, and 111 of those schemes had been confirmed. They proposed to deal with the demolition of about 14,000 houses. The central feature of the situation, the worst and most urgent problem in connection with the slums, was the overcrowding of the people. It seemed, therefore, right that local authorities should have devoted their attention in the first place rather to building new houses than demolishing old houses. The slow progress in slum clearance since the war must not be divorced from the tremendous activities that had been going on all the time in the provision of new houses. Until it was possible to find alternative accommodation for those who were overcrowding the slums, it was impossible seriously to tackle the slums themselves. But with the rapidly-increasing rate of new house building the local authorities had been encouraged to take up the question of the slums once more. The number of schemes submitted, small as it was, was nevertheless the largest that had ever been before the Ministry of Health in the whole history of the slum question up to the present. A considerable amount of evidence reached him at the Ministry of Health that local authorities were being deterred from embarking on schemes of slum clearance on a larger scale by their sense of the inequity of the present terms of compensation. Under the existing Act property in an area which had been declared to be an unhealthy area had to be paid for on the basis that the bare site alone was to receive compensation, although considerable sums might have been recently spent upon some of the property by the owner in response to a requisition by the local authority.

Another feature of the existing Act which appeared unfair to a good many people besides the owners of these properties was that, even the money paid for the site depended, not on the value of the site, but on the use to which it was going to be put by the local authority. These anomalies could only be put right by amending legislation, a subject which could not be discussed on that occasion. But even if that were put right he was afraid that the process of slum clearance would be so complicated, slow, and costly that it would never present any very hopeful prospect of that wholesale improvement in slum property which they must have if they were really to fulfil their moral obligations in the matter. In 1926, however, nearly 600,000 houses were reconditioned. That might give them some hint of the direction in which they might move if they wanted to make speedy progress.

In the debate which followed, Liberal and Labour members contended that the housing problem was yet far from being solved. Mr. Greenwood argued that the reduction in the subsidy was responsible for the reduction in the rate of building. The Rural Workers' Housing Act had, he said, been a dead letter.

Mrs. Runciman said she hoped to see more co-operative house building on a large scale by employers, and she suggested that some technical board should be set up to give advice to people who were eager to help in building houses, but did not know exactly how to proceed.

In reply, Sir Kingsley Wood, the Parliamentary Secretary to the Ministry of Health, said that we had built more houses than at any time in the history of this country or any other country in the world since the Armistice. Up to April 1, 1928, 690,000 houses had been built by private enterprise. Another excellent sign of the times in relation to housing was that 378,000 new houses had been erected in this country without any State subsidy at all. The great majority of those houses were suitable for the housing of the working classes. At this moment 146,000 houses were under construction, wered efinitely arranged for or authorized. There was every evidence that local authorities and private enterprise were again preparing for a period of building activity.

The Tower of St. Olave's

When the Bermondsey Borough Council (St. Olave's Garden) Bill came up for discussion last week, Sir Robert Hamilton moved its rejection on the ground that it sought to demolish the tower of St. Olave's Church and to sell the site of the old church. It was, he said, monstrous that the Council should attempt to demolish a tower which the House of Commons, ten years ago, said was to be preserved as an antiquarian memorial.

Sir Martin Conway, who seconded the rejection, said that what now remained of the church was sufficient to show that it had no inconsiderable architectural merit.

Dr. Salter, the member for Bermondsey, said that the tower had not the slightest architectural or artistic value. It was late eighteenth-century, and had no historical interest at all. It was not known whether it stood on the site of the original St. Olave's Church, nor whether it was on the site on which Olaf pitched his camp. The tower was now in a ruinous and dangerous condition, and would cost from £3,000 to £4,000 to repair. With the money obtained from the sale of the site, the Bermondsey Council would acquire an open space for purposes of recreation for their young people.

Sir William Bull said that the Bill abrogated the promises and safeguards contained in the Act of 1918. As a lover of London, this constant nibbling away of points of interest was hurtful to the metropolis. The site of St. Olave's must be of interest tc Norwegians, Scandinavians, and some of our colonists who came over here to seek out spots of interest. There was no doubt that a church had been on that site for many centuries. He was surprised at the Bermondsey Council selling the site for a mess of pottage.

Colonel Ashley, the Minister of Transport, supported the Bill on the ground that it would relieve traffic congestion. He did not agree that the tower was beautiful; it was quite commonplace, of a type of which many scores could be seen up and down the country, and from the æsthetic point of view nothing would be lost by its removal.

The Bill was read a second time by 149 votes to 87.

During the committee stage of the Petroleum (Amendment) Bill in the House of Lords, the chief discussion centred around clause 5, which empowers county and borough councils to make bylaws regulating the design and appearance and prohibiting the establishment of petrol filling-stations, "for the purpose of preserving the amenities of any rural scenery or place of beauty or historic interest for the enjoyment of the public." The Government eventually agreed to the addition of urban councils as one of the bylaw-making authorities, and promised to consider, before the report stage, the extension of the clause to towns and villages. They also agreed that the powers of the authorities should extend to the colour of the pumps as well as the appearance, etc.

CORRESPONDENCE

ULTRA-VIOLET RAYS IN THE HOME

To the Editor of THE ARCHITECTS' JOURNAL

Sir,—With regard to the letter from Mr. Chas. H. Wright in your issue for May 9. It is quite true that the passage of ultra-violet rays may have a greater tendency to fade fabrics than ordinary glass. In these days of fadeless fabrics, however, the extra fading induced by "Vita" glass over ordinary glass is more or less infinitesimal and it is surely desirable to have good health rather than furniture and fabrics which are unfaded.

PILKINGTON BROTHERS, LTD.

THE CARDINAL POINTS OF SCHOOL PLANNING

To the Editor of THE ARCHITECTS' JOURNAL

SIR,—It would be of great interest and value to know if there exists a school of thought amongst schoolmasters or doctors that holds that sunless schoolrooms are desirable.

One still sees designs for schools, the classrooms of which face due east, due west, and due north; in short, none of the classrooms are visited by the sun during school hours.

To the non-pedagogic it would appear little short of cruelty to incarcerate children in sunless cells, and in view of the generally accepted therapeutic value of sunlight it would appear equally unacceptable to the medical profession.

T. LAWRENCE DALE

SOCIETIES AND INSTITUTIONS

Sheffield and South Yorkshire Architects

At the fortieth annual general meeting of the Sheffield, South Yorkshire and District Society of Architects and Surveyors, held at the Sheffield University, the election of officers for session 1928-29 was declared as follows: President, Mr. C. M. Hadfield, F.R.I.B.A.; vice-president, Mr. W. G. Buck, F.R.I.B.A.; hon. treasurer, Mr. J. R. Wigfull, F.R.I.B.A.; hon. secretary, Mr. H. B. S. Gibbs, A.R.I.B.A. Council: Past presidents—Mr. F. E. Pearce Edwards, F.R.I.B.A.; Mr. W. C. Fenton, F.R.I.B.A.; Mr. C. B. Flockton, F.R.I.B.A.; Mr. E. M. Gibbs, F.R.I.B.A.; Mr. W. J. Hale, F.R.I.B.A.; Mr. A. F. Watson, F.R.I.B.A. Fellows—Mr. W. G. Davies, F.R.I.B.A.; Mr. E. M. Holmes, B.ENG., F.S.I.; Mr. J. M. Jenkinson, A.R.I.B.A.; Mr. H. I. Potter, A.R.I.B.A.; Mr. J. A. Teather, L.R.I.B.A.; Mr. J. C. P. Toothill, A.R.I.B.A. Associates—Mr. H. W. Inott, L.R.I.B.A.; Mr. J. H. Odom, A.R.I.B.A.; Mr. F. H. Wrench, L.R.I.B.A. District members—Lt.-Col. J. E. Knight (Rotherham); Mr. P. A. Hinchcliffe, F.R.I.B.A. (Barnsley); Mr. E. H. Bromhead, A.R.I.B.A. (Chesterfield); Mr. E. H. Walker, F.R.I.B.A. (Doncaster).

Garden Design and Planning

All entry forms for the Royal Horticultural Society's International Exhibition of Garden Design and Conference of Garden Planning must be received by the secretary, Mr. F. R. Durham, C.B.E., M.C., Vincent Square, Westminster, S.W.1, by June 4. The exhibition and conference is to be held in the society's new hall, Greycoat Street, Westminster, from October 17 to 24. The purpose of the Council of the Royal Horticultural Society in promoting this International Exhibition and Conference is to put on record a general review of the art of garden design, and with this in view no exhibit will be accepted which, in the opinion of the council, does not convey the purpose of the exhibition. The main sections of the exhibition are as follows: *a*: "Retrospective Historical Section up to 1850"; *b*: "Garden Planning for Town and Country"; *c*: "Sculpture for Gardens and its Setting"; *d*: "Public Parks and Gardens."

West Yorkshire Society of Architects

The first general meeting of the fifty-third session of this Society was held at the society's rooms in Leeds. Col. A. E. Kirk, F.R.I.B.A., the retiring president, presided. The reports of the honorary secretary, Mr. T. Butler Wilson, F.R.I.B.A., and of the honorary treasurer, Mr. W. Whitehead, A.R.I.B.A., for the past session were submitted to the meeting and approved. The honorary secretary's report showed an increase of members, the total now being over 300. It was intimated that the proposed change of title from "The Leeds and West Yorkshire Architectural Society" to "The West Yorkshire Society of Architects" had received the sanction and approval of the R.I.B.A. Following is a list of the officers for the session 1928-9.

President, George Herbert Foggitt, A.R.I.B.A., A.R.C.A.; past presidents, W. Carby Hall, C.B.E., F.R.I.B.A., M.T.P.I., T. Butler Wilson, F.R.I.B.A., H. S. Chorley, M.A. (Oxon.), F.R.I.B.A., Percy Robinson, F.R.I.B.A., Sydney D. Kitson, M.A. (Cantab.), F.S.A., F.R.I.B.A., Col. Albert E. Kirk, O.B.E., F.R.I.B.A., John Clifford Procter, M.C., A.R.I.B.A., Eric Morley, F.R.I.B.A., F.S.I., W. Alban Jones, L.R.I.B.A.; vice-presidents, F. L. Charlton, A.R.I.B.A., George W. Atkinson, F.R.I.B.A.; honorary secretary, Joseph Addison, M.C., A.R.I.B.A.; honorary treasurer, W. Whitehead, A.R.I.B.A.; honorary librarian, F. W. H. Allison, A.R.I.B.A.; honorary editor, Victor Bain, F.R.I.B.A.; members of council, Douglas Bowman, Norman Culley, F.R.I.B.A., John Ellis Stocks, J. F. Walsh, F.R.I.B.A., F.S.I., R. J. Edmondson, L.R.I.B.A., W. Williamson, F.R.I.B.A.

The Architects' Benevolent Society

The seventy-eighth annual report of the council states that ninety applicants have been assisted with grants during the year, an increase of five over last year, and fourteen have received pensions, the full complement of ten pensions being supplemented by the three Dinwiddy Annuities and the Henry L. Florence Annuity. In all, the sum of £1,608 10s. has been expended in grants and £540 10s. in pensions. The council record with gratitude many large donations received during the year, with which the society was able to purchase stock to the value of £800. During the year the funds have been further augmented by a legacy of £2,344 8s. 10d. worth of 2½ per cent. Consolidated Stock from the late William Glover, who left a large sum of money to the society at the time of his death in 1905, and a further sum (the present legacy) to be paid on the death of his daughter. Mr. William Woodward bequeathed £250, and the late Mrs. M. A. E. Turner, £200. The council hope to extend their benevolence this year. The society's insurance scheme continues to make headway, a new scheme of house purchase having been introduced which has created widespread interest, and is making a welcome increase in the amount received in commission.

Essex Society of Architects: West Essex Chapter

A conference of architects and builders in West Essex was convened by the West Essex Chapter of the Essex Society of Architects, and held in the Town Hall at Ilford, under the presidency of the Mayor of Ilford (Alderman W. J. Oliver Sheat, O.B.E., C.C.). The meeting, though not large, was thoroughly representative of the western portion of the county, and representatives attended from most of the better-known towns and centres. The chief subject under consideration was the proposed new form of building contract, now being explored by the R.I.B.A. and the Master Builders' Federation. The chairman

of the Chapter, Mr. J. J. Crowe, presented the case as it was affected by the new proposals. A general discussion followed, which resulted in a resolution that, in the main, the 1909 form of contract should be adhered to, with possible amendment of the clauses dealing with sub-contracting and method of payment. It was felt that sub-contractors, where not directly appointed by the general contractor, should be subject to the same conditions as far as the quality of the work and maintenance were concerned, and with regard to the payment clause this should be rather less complicated and more open for individual arrangements. A short session followed of general discussion upon building matters, and the opportunity of getting together was generally appreciated and the desire expressed that it should be followed at intervals by similar opportunities. It was proposed that an exhibition should be held in two or three of the chief centres in the district in the autumn, showing work of architects and master builders in the district by photographs or otherwise, with a competitive section for exhibition of craftsmanship in the various building trades, with suitable prizes offered. This was referred to the executive for further consideration. At the close the Mayor was cordially thanked for his hospitality in providing such a convenient centre for the meeting.

COMPETITION CALENDAR

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

July 14. The Lewisham Borough Council invite architects of British birth and nationality to submit designs in competition for the Town Hall, shops, and offices, proposed to be erected on the site of the east side of, and adjoining the present, Town Hall buildings. Assessor: Mr. Winton Newman, F.R.I.B.A. Premiums: £350, £250, £150. Particulars from the Town Clerk, Town Hall, Lewisham, S.E.6.

July 30. New Town Hall in West Marlands, for the County Borough Council of Southampton. Assessor: Mr. H. Austen Hall, F.R.I.B.A. Premiums: £500, £300, £150. Total cost not to exceed £385,000. Particulars from the Town Clerk, Municipal Offices, Southampton.

September 1. The Council of the R.I.B.A. have accepted an offer from the directors of the Gloster Aircraft Co., Ltd., and Messrs. H. H. Martyn & Co., Ltd., to give a prize for the best imaginative scheme for a London aircraft terminus suitable to the supposed requirements of air traffic fifteen years hence. The competition is open to Associates, elected Students, or registered Probationers of the R.I.B.A. below the age of thirty years on September 1. The competition will be in two stages. From the preliminary competition ten competitors will be selected for the final, and each will be paid £5 for his expenses. The closing date for the final is January 10. There will be two prizes in the final, a first prize of £125 and a second prize of £25. The following have consented to form the jury to award the prizes: Sir Sefton Brancker, K.C.B., Mr. C. Cowles-Voysey, Mr. E. Vincent Harris, Sir Edwin Lutyens, R.A., Major R. Mayo (consulting engineer, Imperial Airways, Ltd.), Mr. T. S. Tait, Mr. Maurice E. Webb, Mr. G. E. Woods-Humphery (general manager, Imperial Airways, Ltd.). Particulars may be obtained free on application at the R.I.B.A.

September 5. School at Rickmansworth to accommodate 400 senior girls, for the governors of Royal Masonic Institution for Girls. Assessor: Mr. H. V. Ashley, F.R.I.B.A. Premiums: £750, £500, £400, £300 and £200. Particulars from Mr. M. Beachcroft, 31 Great Queen Street, W.C.2. Deposit £2 2s.

September 29. The British Portland Cement Association, Ltd., is offering awards for the best concrete houses erected during the current year. These awards are offered for work that has been actually designed and constructed. The prize awards will be as follows: To architects, 1st prize, £100; 2nd prize, £50; to builders, to the builder of the house awarded the 1st prize, £50; 2nd prize, £25. Assessor: Mr. E. Guy Dawber, A.R.A. Any concrete house or bungalow, the contract price of which is from £500 to £2,000, designed and erected in Great Britain under the supervision of an architect, is eligible. Houses must conform to the following requirements: 1: Only cement of British manufacture shall have been specified and used, with the exception of white cement which only may be used for obtaining special effects; 2: Concrete must be used for the roof of houses where a flat roof is called for. The covering for other types of roof must be pre-cast concrete tiles except where extra expense is entailed by the employment of this latter form of covering. The actual construction must be completed by the end of 1928 in order that the prizes may be awarded early in 1929. Further particulars from The British Portland Cement Association, Ltd., 20 Dartmouth Street, London, S.W.1.

TRADE NOTES

The motor travelling caravan of the National Radiator Company, Limited, which is fitted with a working installation of the Ideal Cookanheat and Ideal Classic radiators, has just left Hull for a tour which will extend probably until the end of October, or even later if the weather permits. The demonstrations will be given this year mostly in the southern half of England and South Wales; and the Oxfordshire, Devon County, Three Counties, and Peterborough Agricultural Shows will be attended, as well as the Great Yorkshire and Derbyshire Shows. The immediate demonstrations are as follows: May 23 and 24, London Road, adjoining the Bungalow, Dorchester; May 25, King George Street, opposite New Town Hall, Yeovil; May 30 and June 1, Devon County Agricultural Show, Exeter.

Dividend at the rate of 6½ per cent. per annum (less tax) for the six months ended April 30, 1928, has been declared on the preference shares of Messrs. Allen-Liversidge, Ltd. Warrants will be posted on May 30, 1928. The preference share transfer books are closed until May 30.

At their stand at the Building Exhibition, Olympia, Messrs. Naylor Brothers (London), Ltd., of Slough, Bucks, had the honour of receiving a visit from H.R.H. Princess Victoria, whom they entertained for a few minutes with a practical demonstration of their Brushing Belco. Her Royal Highness was extremely interested, and did not leave until the completion of a demonstration of the use of Brushing Belco as a decorative finish by means of mottling. The Princess expressed the opinion that the Brushing Belco was easy to use, and inspected the different uses to which it could be put. Mr. A. D. Wilson carried out the demonstration work, and Mr. J. A. Burles, of the Naylor Architectural Department, had the honour of explaining the process to Her Royal Highness and conducting her round the Naylor exhibit.

An Old Friend with a New Face is the title of a booklet issued by Messrs. Bell's Poilite and Everite Co., Ltd., to show the application of the entirely new and attractive surfacing material, Decorated Poilite. There are three different types of Decorated Poilite, and in the booklet the firm suggest many interesting uses to which they may be put, illustrating their suggestions with some charming coloured sketches by Gordon Nicol and Ernest Bayley; and give instructions for fixing. It is stated that Decorated Poilite, Type "A," "provides a permanent decoration of high artistic value, with a surface which will always retain its high polish. It should be cleaned with a damp cloth only and dried with a duster." It is available in a wide range, which comprises plain colours, a large number of designed and mottled patterns and wood veneer types, and is particularly suitable in all places where wood or other panelling can be employed, such as walls and ceilings, dadoes and doors. The glaze, it is pointed out, is permanent without any need for polish under all ordinary conditions. Decorated Poilite, Type "B," is described as a very hard artificial stone-faced slab, and is available in attractive plain-colour and marbled types. The surface is hard and the colour range may be obtained in both marbled and plain-colour effects. This type may be used for all purposes (except fire surrounds and hearths) where marble slabs or tiles, ceramic tiles, plaster slabs, enamelled sheets, and the like are used. Here are a few of the many uses for which this material is claimed to be specially suitable: The entire facing, or the dressings only, of the external façade of town houses; inside walls and floors of all public buildings—panelling throughout, or dadoes only—floors of bathrooms; lavatories; halls and domestic offices generally; shop fronts; window interiors; counters and table-tops; window boards; floors and balustrading of garden terraces, and for the modern bath surrounds. Decorated Poilite, Type "C," is available in thin and light sheets. Almost any colour or shade can be supplied, and may be used as a wall lining in factories, workshops, for all domestic offices or public buildings, and for dado work generally. It is also suitable for gas-stoves, hearths, and surrounds, splash-backs, and for all purposes where decorative treatment is required to stand up to constant and very hard wear.

THE WEEK'S BUILDING NEWS

At a meeting of the Court of Governors of the Radcliffe Infirmary, OXFORD, presided over by Mr. W. R. Morris, alterations and extensions to the hospital involving an expenditure of approximately £200,000 were considered and approved. The architects for the scheme are Messrs. Collcutt and Hamp, 126 Wigmore Street, W.1.

*

Plans passed by the UXBRIDGE U.D.C.: Six houses, Harefield Road, for Mr. A. S. Adams; garage, Grove Road, for Mr. E. T. Bolton.

*

Plans passed by the SHOREDITCH B.C.: Hostel, 128 Hoxton Street; workshop, 134 Kingsland Road; new buildings, Adelaide Wharf, Great Cambridge Street.

*

The MANCHESTER Corporation Housing Committee proposes to acquire 139 acres at Barlow Moor Road, and to erect thereon 1,404 houses. The total estimated capital expenditure involved is £797,802, and the debt charges thereon amount to £47,406.

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The BARNSLEY Corporation Housing Committee has decided upon the erection of 150 houses by direct labour at an estimated cost of £56,300.

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The SWANSEA Corporation Housing Committee has decided upon the erection by direct administration on the Mayhill and Townhill sites of a further 100 houses.

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Plans passed by the LOWESTOFT Corporation: Bungalow, Hall Lane, Oulton, for Mr. J. F. Godhold; two houses, Laurel Avenue, for Mr. F. King; house, London Road, for Miss D. Kitchener; house and shop, St. Peter's Street, for Mr. William Read; house and shop, London Road, for Mr. Peredes; roof to yard and re-erect lavatories, South Quay, for Messrs. C. and E. Morton, Ltd.; two bungalows, Sandy Lane, for Mr. E. F. Youngman; two houses, John Street, for Mr. C. F. Church.

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Plans passed by the BEDFORD Corporation: Shop, Bromham Road, for Mr. E. H. C. Inskip; alterations and additions, De Parys Nursing Home, Ltd., for Mr. G. W. Brown; two houses, West Grove, for Mr. F. Corby; twenty-four houses and fifty-two flats, London Road, for the Bedford Corporation; erection of "White Horse" public-house, Newnham Lane, for Messrs. Usher and Anthony; extension of casual wards, Kimbolton Road, for Mr. E. H. C. Inskip, on behalf of the Bedford Board of Guardians.

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The MERIONETH County Council has under consideration the provision of accommodation for 100 mental patients at an estimated cost of £40,000.

Mr. E. Fincham, architect, of Grays, is to erect shops at SOCKETTS HEATH, Essex.

*

The Cheshire Education Committee has purchased a site in Long Lane, CHEADLE, for the erection of an elementary school.

*

The Cheshire Education Committee has purchased a site at NORTHWICH for the erection of a central school.

*

The BOURNEMOUTH Corporation has obtained sanction to borrow £40,000 for cliff protection works.

*

Plans passed by the PRESTWICH U.D.C.: Eight houses, Highfield Road, for Messrs. J. and W. Leach and Sons; two houses, Park Road, for Mr. A. Fenton; alterations and additions, Red Lion Hotel, Bury Old Road, for Messrs. Joseph Holt, Ltd.; two shops, Bury Old Road, for Mr. Pimblot.

*

The PUDSEY Corporation Housing Committee is inviting tenders for the erection of 115 houses.

*

Plans passed by the NEWBURY Corporation: Four houses, off Enborne Road, for Messrs. Hoskings Bros.; house, Cromwell Road, for Mr. Arthur J. Chivers; house, King's Road, for Mr. T. C. Pembroke; alterations and additions, Accommodation Hall, for Mr. J. Tufnail; four houses, Mill Lane, for Mrs. Luke.

*

Having inspected modern baths at Newcastle, South Shields, and Leeds, the TYNEMOUTH Corporation Baths Committee recommends the construction of entirely new baths on the present site.

*

At a meeting of the TYNEMOUTH Corporation, the borough engineer submitted suggestions for improving the sea banks between the east end of Front Street and Sharpness Point. He estimated the cost of carrying out the works, extending northwards from King Edward Bay for a length of 250 yds., at £50,000. He was instructed to complete the surveys and prepare the necessary plans and estimates.

*

Plans passed by the TYNEMOUTH Corporation: Four houses, Brampton Place, Sunniside Field, for Mr. W. Stockdale; alterations, 75 West Percy Street, for Messrs. Dixon and Bell; four shops and houses, Hawkey's Lane, for Mr. A. K. Tasker; alterations to premises, Bedford Street, for Messrs. F. R. N. Haswell and Son, for National Provincial Bank, Ltd.; bungalows, Smith's Dock Sports Ground, Minton Lane, for Messrs. Cackett and Burns-Dick.

*

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

Plans passed by the DOVER Corporation: Alterations, 63 Biggin Street, for Messrs. F. W. Woolworth & Co., Ltd.; house, Crabble Road, for Mr. E. F. W. Lewis; bungalow, Lower Road, for Mr. D. Pope.

*

The River and District Co-operative Society, Ltd., is acquiring property in Biggin Street, DOVER, for extensions.

*

The DURHAM County Education Committee is seeking sanction for the following loans for the erection of new elementary schools: Gonsett Grove, £9,856; Houghton-le-Spring, £14,400; Ryhope, £13,200; Birtley, £14,400; West Stanley-Shield Row, £22,800; Castle Eden Colliery, £10,000; Whitburn, £12,000; Pelton, £10,240; Chester-le-Street—Bullion Lane, £12,200; Esh Winning, £9,600; Lumley, £5,400; Boldon Colliery, £7,560; Pittington, £5,500; Crook. £7,560.

*

The MIDDLESEX Education Committee has arranged the following school programme for 1928-29: Harrow Weald (new) Council School; Teddington, Stanley Road Council School—enlargement; for 1929-30: Potters Bar (new) Council School; Southgate (new) Council School; Sunbury Council School—enlargement; and Kenton (new) Council School or enlargement.

*

The HULL Corporation has passed plans submitted by the British Extracting Co., Ltd., for stables and a dining-room in Stoneferry Road.

*

The HULL Corporation is to erect buildings at the Eastern District pumping station.

*

The city architect of HULL has prepared plans showing suggested sites for schemes for the rehousing of dispossessed persons from the area of the new street from Paragon Station to Beverley Road and slum clearance areas.

*

The HULL Corporation Health Committee has asked the medical officer of health to go into the question of a site for an orthopædic hospital, the number of beds to be provided, and the cost, both capital and for maintenance.

*

The trustees of the Eagle Street Wesleyan Mission are to erect a new mission hall in York Street, OLDHAM.

*

The governors of the OLDHAM Royal Infirmary are to erect new wards over outpatients' department, Union Street West.

*

The BOLTON Corporation has passed plans of the proposed Capitol Cinema, Churchgate, showing alteration with regard to exits into Churchgate.

The BOLTON Corporation Markets Committee has considered the layout for markets purposes of a portion of Bessemer's site, and asked the borough engineer to prepare a plan of the proposed wholesale fruit and vegetable market, fish market, and open retail market.

*

Plans passed by the COULSDON U.D.C.: Two houses, Coulsdon Rise, for Mr. H. C. Doddrell; ten houses, Marlpit Lane, for Messrs. Hopkinson and Sons; sixteen houses, St. Andrews Road, for Mr. H. Hemmings; six houses, St. Andrews Road, for Mr. E. H. Easton; thirteen houses, Portnalls Rise, for Mr. J. G. Cooper; twelve houses, The Vale, Coulsdon, for Mrs. A. T. Chapman; new street, "The Vale," from Woodcote Grove Road to Smitham Downs Road, for Mrs. A. F. Chapman.

*

The OLDHAM Board of Guardians is to erect extensions for the X-ray department, etc., in Rochdale Road.

*

The MANCHESTER Education Committee is to extend the Burnage School at a cost of £11,695. The extension will provide an assembly hall, five additional classrooms, designed on open-air lines, together with cloakrooms, offices, teachers' rooms, etc., and the building as extended will be equipped with a central heating system. This is part of a larger scheme to provide ultimately a two-department school on the site, at a total cost of about £23,000.

*

Plans passed by the WIMBLEDON Corporation: Waiting-room, 96 Worple Road, for Messrs. Whitehead Bros.; garage, showroom, offices, and store, 81-83 Hartfield Road, for Messrs. North, Robin and Wilsdon; extensions, 8 Coombe Lane, for the Royal Arsenal Co-operative Society; weighbridge office, Riverside Road, for Mr. H. Kent; two houses, Drax Avenue, for Mr. S. Derwent; reinforced concrete staircase, All-England Lawn Tennis and Croquet Club, Church Road, for Messrs. John Mowlem & Co.; extension to pumphouse, Corporation Electricity Works, Durnsford Road, for Mr. A. E. McKenzie; electricity sub-station, Durnsford Road, for Mr. A. E. McKenzie; alterations and additions, 90 Merton Road, for Mrs. S. A. Walker; twenty-six houses, sixteen in Woodside and ten in Alwyne Road, for Messrs. Bleach and Dorey, Ltd.; steel and glass canopy, King's Palace Cinema, Merton Road, for Mr. C. Masey; automobile depot, Worple Road, for Mr. J. Ross Wills; two shops, Coombe Lane, for Messrs. Hammond and Barr, Ltd.

*

Plans passed by GLASGOW Corporation: Forty-one houses, Wedderlea Drive, Cardonald, for Mr. David Paul; sixteen houses, Hatton Gardens, Crookston, for Mr. R. K. M. Lindsay.

The GLASGOW Corporation Housing Committee has decided that the whole of the area at Gairbraid Avenue be utilized for a re-housing scheme of tenement houses.

*

Plans passed by the GRAVESEND Corporation: Two houses, Malvana Avenue, for Mr. C. A. Reid; additions to warehouse, Church Street, for Messrs. Robert Hopkins and Sons; three garages, "Bat and Ball" Hotel, Wrotham Road, for Messrs. Burvill and Steen; additions, "Pelham Arms" public-house, Pelham Road, for Messrs. Russell's Gravesend Brewery Co.; two houses, Old Road East, for Mr. Palmer.

*

The Middlesex Education Committee has purchased a site in The Avenue, BRONDESBURY, for the erection of a secondary school.

*

The Middlesex Education Committee has purchased a site in Oakleigh Road, FRIERN BARNET, for the erection of an elementary school.

*

The Middlesex Education Committee is acquiring a site on the Heathfield Lodge estate, ACTON, for the erection of a secondary school.

*

The COLCHESTER Corporation has obtained sanction to borrow £39,525 in respect of buildings, £2,850 in respect of roads, and £600 in respect of sewers at Lexden housing site.

*

Plans passed by the ILFORD Corporation: Two chimney shafts, for Ship Carbon Co., Ltd., Crove Road, for Custodis (1922), Ltd.; three houses, Ethel Gardens, for Mr. J. J. Mullenger; eight houses, New North Road, for Messrs. Milbourne and Spyers; five houses, Kilmartin Road, for Mr. H. J. Haines; public-house, Longbridge Road, for Mr. T. F. Ingram; two houses, Perkins Road, for Mr. H. Warren; sawmills and timber yard, High Road, for Mr. G. Cushing; grand-stand, Ilford Football Club, Ley Street, for Mr. W. J. Cearns; twenty-three shops and houses, Beehive Parade, Eastern Avenue, for Messrs. A. H. Moore and Dartnall; shop and dwelling, Wellesley Road, for Messrs. B. Bailey & Co.; eight houses, Buxton Road, for Mr. C. Fryatt; six houses, Hamilton Avenue, for Ullyetts Estate Co.; four houses, Beehive Lane, for Messrs. A. Smith and Son; alterations, 150-152 High Road, for Mr. R. J. Lovell; ten shops and houses, Green Lane, for Mr. E. Meredith; six shops and houses, Clifton Gardens, Ley Street, for Mr. P. Triplete.

*

The NEWCASTLE Corporation has agreed upon a scheme for the erection of houses for sale to owner occupiers. The proposal is to utilize for the purpose a site at Two Ball Lonnen estate, at Fenham, for the erection of forty-six houses.

Plans passed by the CROYDON Corporation: Two houses, Beauchamp Road, for Messrs. C. A. Buckland and Son; additions, 18 South End, for Mr. H. Macintosh; eighty-four houses and garages, Carolina Road and Georgia Road, for Messrs. J. T. Keen and Sons; five bungalows, Orchard Avenue, for Mr. P. Richardson; fifty-two houses, Florida Road and Springfield Road, for Mr. R. Pierson; seven houses and garages, Fitzjames Avenue, for Messrs. Rees and Partners; workshops, 121-123 North End, for Messrs. T. H. Marton & Co.; thirteen shops and twenty-one garages, London Road, for Mr. J. A. Dartnall; four shops and dwellings, Wickham Road, for Mr. S. A. Martin; two houses, Orchard Avenue, for Mr. J. Wellesley; seventeen houses, Rosecourt Road, for Messrs. Leonard Davey and Hart; four houses, Malden Avenue, for Messrs. Browett, Taylor, Robertson and Morgan; two houses, Avondale Road, for Mr. C. H. Ridge; eight houses, Grecian Crescent, for Messrs. Burgess and Pavey.

*

The BRIGHTON Corporation librarian recommends the provision of a branch library at Moulsecoomb.

*

Plans passed by the LEWISHAM B.C.: Church, Burnt Ash Hill, for Mr. H. Guy Holt; houses both sides of Riverview Park, for Messrs. Durling and Collins; two houses, Dunoon Road, for Mr. J. Garnet Hands; premises, 22-24 Canonbie Road, for Messrs. Gledhill Bros.

*

The directors of the Palace Pier Co. are in negotiation with the BRIGHTON Corporation regarding proposed improvements at the pier.

*

Mr. A. R. Mayston, F.R.I.B.A., on behalf of Messrs. Whitbread & Co., Ltd., is to rebuild the "Victoria" public-house, Chalton Street, ST. PANCRAS.

*

Plans passed by the FARNHAM U.D.C.: Two cottages, Three Stiles estate, Crondall Lane, for Mr. A. T. C. Lunn; cottage, Old Vicarage Lane, The Bourne, for Mr. F. LeClercq; cottage, Guildford Road, for Mr. B. W. J. Hawkes; cottage, Folly Hill, for Mr. A. J. Lehman; bungalow, Farnborough Road, for Mr. A. J. Lehman; bungalow, Folly Hill, for Mr. J. R. Wheeler; house, Castle Hill, for Major-General Sir E. M. Perceval; house, Bridgefield, for Messrs. G. Baigent and Sons; house, Trebor Road, for Mr. B. W. Wilkinson.

*

Plan passed by the LLANDUDNO U.D.C.: Twelve houses and two shops, Mostyn Avenue and Sylva Gardens North, for Mr. Edward Salisbury.

*

The PETERBOROUGH Corporation has decided to erect fifty-three non-parlour houses on the southern portion of the Nichols housing estate.

RATES OF WAGES

			I	II
			s. d.	s. d.
A	ABERDARE	S. Wales & M.	1 7½	1 2¾
A	Abergavenny	S. Wales & M.	1 7	1 2¼
B	Abingdon ..	S. Counties	1 5½	1 1½
A	Accrington	N.W. Counties	1 7½	1 2¾
A	Addlestone	S. Counties	1 6	1 1½
A	Adlington ..	N.W. Counties	1 7½	1 2¾
A	Airdrie ..	Scotland	*1 7½	1 2¾
C	Aldeburgh	E. Counties	1 3	11¼
A	Altrincham	N.W. Counties	1 7½	1 2¾
B	Appleby ..	N.W. Counties	1 4	1 0
A	Ashton-under-Lyne	N.W. Counties	1 7½	1 2¾
A	Atherstone	Mid. Counties	1 6	1 1½
B	Aylesbury ..	S. Counties	1 4	1 0
B	BANBURY	S. Counties	1 4	1 0
B	Bangor ..	N.W. Counties	1 4½	1 0½
A	Barnard Castle	N.E. Coast	1 7½	1 2¾
A	Barnsley ..	Yorkshire	1 7½	1 2¾
B	Barnstaple	S.W. Counties	1 5	1 0¼
A	Barrow ..	N.W. Counties	1 7½	1 2¾
A	Barry ..	S. Wales & M.	1 7½	1 2¾
B	Basingstoke	S.W. Counties	1 4	1 0
B	Bath ..	S.W. Counties	1 5½	1 1½
A	Batley ..	Yorkshire	1 7½	1 2¾
B	Bedford ..	E. Counties	1 5½	1 1¼
A	Berwick-on-Tweed	N.E. Coast	1 6½	1 2
A	Bewdley ..	Mid. Counties	1 6½	1 2
B	Bicester ..	Mid. Counties	1 4	1 0
A	Birkenhead	N.W. Counties	*1 7½	1 2¾
A	Birmingham	Mid. Counties	1 7½	1 2¾
A	Bishop Auckland	N.E. Coast	1 7½	1 2¾
A	Blackburn	N.W. Counties	1 7½	1 2¾
A	Blackpool	N.W. Counties	1 7½	1 2¾
A	Blyth ..	N.E. Coast	1 7½	1 2¾
B	Bognor ..	S. Counties	1 4	1 0
A	Bolton ..	N.W. Counties	1 7½	1 2¾
A	Boston ..	Mid. Counties	1 6	1 1½
B	Bournemouth	S. Counties	1 5	1 0¼
B	Bovey Tracey	S.W. Counties	1 4½	1 0¼
A	Bradford ..	Yorkshire	1 7½	1 2¾
A	Brentwood ..	E. Counties	1 6½	1 2
A	Bridgend ..	S. Wales & M.	1 7½	1 2¾
B	Bridgwater	S.W. Counties	1 4½	1 0¼
A	Bridlington	Yorkshire	1 7	1 2¼
B	Brighouse	Yorkshire	1 7½	1 2¾
B	Brighton ..	S. Counties	1 5	1 0¼
A	Bristol ..	S.W. Counties	1 7½	1 2¾
B	Brixham	S.W. Counties	1 4	1 0
A	Bromsgrove	Mid. Counties	1 6½	1 2
C	Bromyard ..	Mid. Counties	1 3½	11¾
A	Burnley ..	N.W. Counties	1 7½	1 2¾
A	Burslem ..	Mid. Counties	1 7½	1 2¾
A	Burton-on-Trent	Mid. Counties	1 6½	1 2
A	Bury ..	N.W. Counties	1 7½	1 2¾
A	Buxton ..	N.W. Counties	1 7	1 2¼
B	CAMBRIDGE	E. Counties	1 5½	1 1½
B	Canterbury	S. Counties	1 4	1 0
A	Cardiff ..	S. Wales & M.	1 7½	1 2¾
A	Carlisle ..	N.W. Counties	1 7½	1 2¾
B	Carmarthen	S. Wales & M.	1 5½	1 1¼
B	Carnarvon	N.W. Counties	1 4½	1 0½
A	Carnforth ..	N.W. Counties	1 7	1 2¼
A	Castleford	Yorkshire	1 7½	1 2¾
B	Chatham ..	S. Counties	1 5	1 0¼
B	Chelmsford	E. Counties	1 5	1 0¼
A	Cheltenham	S.W. Counties	1 6	1 1¼
A	Chester ..	N.W. Counties	1 7½	1 2¾
A	Chesterfield	Mid. Counties	*1 7½	1 2¾
B	Chichester	S. Counties	1 4	1 0
A	Chorley ..	N.W. Counties	1 7½	1 2¾
B	Cirencester	S. Counties	1 4½	1 0½
A	Clitheroe ..	N.W. Counties	1 7½	1 2¾
A	Clydebank	Scotland	1 7½	1 2¾
A	Coalville ..	Mid. Counties	1 7½	1 2¾
B	Colchester ..	E. Counties	1 5	1 0¼
A	Colne ..	N.W. Counties	1 7½	1 2¾
A	Colwyn Bay	N.W. Counties	1 7	1 2¼
A	Consett ..	N.E. Coast	1 7½	1 2¾
A	Conway ..	N.W. Counties	1 6	1 1½
A	Coventry ..	Mid. Counties	1 7½	1 2¾
A	Crewe ..	N.W. Counties	1 6	1 1½
A	Cumberland	.....	1 6	1 1½
A	DARLINGTON	N.E. Coast	1 7½	1 2¾
A	Darwen ..	N.W. Counties	1 7½	1 2¾
B	Deal ..	S. Counties	1 4	1 0
A	Denbigh ..	N.W. Counties	1 6	1 1½
A	Derby ..	Mid. Counties	1 7½	1 2¾
A	Dewsbury ..	Yorkshire	1 7½	1 2¾
B	Didcot ..	S. Counties	1 5½	1 1¼
A	Doncaster	Yorkshire	1 7½	1 2¾
C	Dorchester	S.W. Counties	1 3	11¼
A	Driffield ..	Yorks	1 6	1 1½
A	Droitwich ..	Mid. Counties	1 6	1 1½
A	Dudley ..	Mid. Counties	1 7	1 2¼
A	Dundee ..	Scotland	1 7½	1 2¾
A	Durham ..	N.E. Coast	1 7½	1 2¾
B	EASTBOURNE	S. Counties	1 5	1 0¼
A	Ebbw Vale	S. Wales & M.	1 7½	1 2¾
A	Edinburgh	Scotland	1 7½	1 2¾
A	E. Glamorganshire & Monmouthshire	S. Wales & M.	1 7½	1 2¾
B	Exeter ..	S.W. Counties	*1 5½	1 1½
B	Exmouth ..	S.W. Counties	1 4½	1 0½
B	FELIXSTOWE	E. Counties	1 5½	1 1½
A	Filey ..	Yorks	1 6	1 1½
A	Fleetwood ..	N.W. Counties	1 7½	1 2¾
B	Folkestone	S. Counties	1 4½	1 0½
A	Frodsham ..	N.W. Counties	1 7½	1 2¾
B	Frome ..	S.W. Counties	1 4	1 0
A	GATESHEAD	N.E. Coast	1 7½	1 2¾
B	Gillingham	S. Counties	1 5	1 0¼
A	Gloucester	S.W. Counties	1 6	1 1½
A	Goole ..	Yorkshire	1 6½	1 2
B	Gosport ..	S. Counties	1 5½	1 1¼
A	Grantham	Mid. Counties	1 6	1 1½
A	Gravesend	S. Counties	1 7	1 2¼
A	Greenock ..	Scotland	*1 7½	1 2¾
A	Grimsby ..	Yorkshire	1 7½	1 2¾
B	Guildford ..	S. Counties	1 5	1 0¼
A	HALIFAX ..	Yorkshire	1 7½	1 2¾
A	Hanley ..	Mid. Counties	1 7½	1 2¾
A	Harrogate	Yorkshire	1 7½	1 2¾
A	Hartlepools	N.E. Coast	1 7½	1 2¾
B	Harwich ..	E. Counties	1 4½	1 0½
B	Hastings ..	S. Counties	1 4	1 0
B	Hatfield ..	S. Counties	1 5	1 0¼
B	Hereford ..	S. W. Counties	1 5½	1 1¼
B	Hertford ..	E. Counties	1 5½	1 1¼
A	Heysham ..	N.W. Counties	1 7	1 2¼
A	Howden ..	N.E. Coast	1 7½	1 2¾
A	Huddersfield	Yorkshire	1 7½	1 2¾
A	Hull ..	Yorkshire	1 7½	1 2¾

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 7½	1 2¾
A	Immingham	Mid. Counties	1 7½	1 2¾
B	Ipswich ..	E. Counties	1 5½	1 1½
C	Isle of Wight	S. Counties	1 3	11¼
A	JARROW ..	N.E. Coast	1 7½	1 2¾
A	KEIGHLEY	Yorkshire	1 7½	1 2¾
B	Kendal ..	N.W. Counties	1 5	1 0¼
B	Keswick ..	N.W. Counties	1 5	1 0¼
A	Kettering ..	Mid. Counties	1 6	1 1½
A	Kidderminster	Mid. Counties	1 6½	1 2
B	King's Lynn	E. Counties	1 4½	1 0½
A	LANCASTER	N.W. Counties	1 7½	1 2¾
A	Leamington	Mid. Counties	1 6½	1 2
A	Leeds ..	Yorkshire	1 7½	1 2¾
A	Leek ..	Mid. Counties	1 7½	1 2¾
A	Leicester ..	Mid. Counties	1 7½	1 2¾
A	Leigh ..	N.W. Counties	1 7½	1 2¾
B	Lewes ..	S. Counties	1 4	1 0
A	Lichfield ..	Mid. Counties	1 6	1 1½
A	Lincoln ..	Mid. Counties	1 7½	1 2¾
A	Liverpool ..	N.W. Counties	*1 10	1 4½
A	Llandudno	N.W. Counties	1 6	1 1½
A	Llanelly ..	S. Wales & M.	1 7½	1 2¾
	London (12 miles radius)		1 9	1 4
	Do. (12-15 miles radius)		1 8½	1 3½
A	Long Eaton	Mid. Counties	1 7½	1 2¾
A	Loughborough	Mid. Counties	1 7½	1 2¾
B	Luton ..	E. Counties	1 5½	1 1¼
A	Lytham ..	N.W. Counties	1 7½	1 2¾
A	MACCLESFIELD	N.W. Counties	1 7	1 2¼
B	Maidstone	S. Counties	1 5½	1 1¼
A	Malvern ..	Mid. Counties	1 6	1 1½
A	Manchester	N.W. Counties	1 7½	1 2¾
A	Mansfield ..	Mid. Counties	1 7½	1 2¾
B	Margate ..	S. Counties	1 4	1 0
A	Matlock ..	Mid. Counties	1 6	1 1½
A	Merthyr ..	S. Wales & M.	1 7½	1 2¾
A	Middlesbrough	N.E. Coast	1 7½	1 2¾
A	Middlewich	N.W. Counties	1 6	1 1½
B	Minehead ..	S.W. Counties	1 4½	1 0½
A	Monmouth	S. Wales & M.	1 7½	1 2¾
	S. and E. Glamorganshire			
A	Morecambe	N.W. Counties	1 7	1 2¼
A	NANTWICH	N.W. Counties	1 6	1 1½
A	Neath ..	S. Wales & M.	1 7½	1 2¾
A	Nelson ..	N.W. Counties	1 7½	1 2¾
A	Newcastle ..	N.E. Coast	1 7½	1 2¾
A	Newport ..	S. Wales & M.	1 7½	1 2¾
A	Normanton	Yorkshire	1 7½	1 2¾
A	Northampton	Mid. Counties	1 7	1 2¼
A	North Staffs.	Mid. Counties	1 7½	1 2¾
A	North Shields	N.E. Coast	1 7½	1 2¾
A	Norwich ..	E. Counties	1 6	1 1½
A	Nottingham	Mid. Counties	1 7½	1 2¾
A	Nuneaton ..	Mid. Counties	1 7½	1 2¾
B	OAKHAM ..	Mid. Counties	1 5½	1 1½
A	Oldham ..	N.W. Counties	1 7½	1 2¾
A	Oswestry ..	Mid. Counties	1 6	1 1½
B	Oxford ..	S. Counties	1 5½	1 1½
A	PAISLEY ..	Scotland	*1 7½	1 2¾
C	Pembroke	S. Wales & M.	1 3½	11¾
A	Perth ..	Scotland	*1 7½	1 2¾
A	Peterborough	Mid. Counties	1 6	1 1½
A	Plymouth	S.W. Counties	*1 7½	1 2¾
A	Pontefract	Yorkshire	1 7½	1 2¾
A	Pontypridd	S. Wales & M.	1 7½	1 2¾
B	Portsmouth	S. Counties	1 5½	1 1½
A	Preston ..	N.W. Counties	1 7½	1 2¾
A	QUEENSFERRY	N.W. Counties	1 7½	1 2
B	READING ..	S. Counties	1 5½	1 1½
B	Reigate ..	S. Counties	1 5½	1 1½
A	Retford ..	Mid. Counties	1 6	1 1½
A	Rhondda Valley	S. Wales & M.	1 7½	1 2¾
A	Ripon ..	Yorkshire	1 6	1 1½
A	Rochdale ..	N.W. Counties	1 7½	1 2¾
B	Rochester ..	S. Counties	1 5½	1 1¼
A	Ruabon ..	N.W. Counties	1 7	1 2¼
A	Rugby ..	Mid. Counties	1 6½	1 2
A	Rugeley ..	Mid. Counties	1 6	1 1½
A	Runcorn ..	N.W. Counties	1 7½	1 2¾
A	ST. ALBANS	E. Counties	1 6	1 1½
A	St. Helens	N.W. Counties	1 7½	1 2¾
B	Salisbury	S.W. Counties	1 4	1 0
A	Scarborough	Yorkshire	1 7	1 2¼
A	Scunthorpe	Mid. Counties	1 7½	1 2¾
A	Sheffield ..	Yorkshire	1 7½	1 2¾
A	Shipley ..	Yorkshire	1 7½	1 2¾
A	Shrewsbury	Mid. Counties	1 6	1 1½
A	Skipton ..	Yorkshire	1 6½	1 2
B	Slough ..	S. Counties	1 5½	1 1¼
A	Solihull ..	Mid. Counties	1 6½	1 2
A	South'pton	S. Counties	1 6	1 1½
B	Southend-on-Sea	E. Counties	1 5	1 0¼
A	Southport ..	N.W. Counties	1 7½	1 2¾
A	S. Shields ..	N.E. Coast	1 7½	1 2¾
A	Stafford ..	Mid. Counties	1 6½	1 2
A	Stockport ..	N.W. Counties	1 7½	1 2¾
A	Stockton-on-Tees	N.E. Coast	1 7½	1 2¾
A	Stoke-on-Trent	Mid. Counties	1 7½	1 2¾
B	Stroud ..	S.W. Counties	1 5½	1 1¼
A	Sunderland	N.E. Coast	1 7½	1 2¾
A	Swadlincote	Mid. Counties	1 7½	1 2¾
A	Swansea ..	S. Wales & M.	1 7½	1 2¾
B	Swindon ..	S.W. Counties	1 5½	1 1¼
A	TAMWORTH	N.W. Counties	1 7	1 2¼
B	Taunton ..	S.W. Counties	1 5	1 0¼
A	Teeside Dist.	N.E. Counties	1 7½	1 2¾
B	Teignmouth	S.W. Coast	1 5½	1 1¼
A	Todmorden	Yorkshire	1 7½	1 2¾
A	Torquay ..	S.W. Counties	1 6½	1 2
C	Truro ..	S.W. Counties	1 3½	11¾
B	Tunbridge Wells	S. Counties	1 5	1 0¼
A	Tunstall ..	Mid. Counties	1 7½	1 2¾
A	Tyne District	N.E. Coast	1 7½	1 2¾
A	WAKEFIELD	Yorkshire	1 7½	1 2¾
A	Walsall ..	Mid. Counties	1 7	1 2¼
A	Warrington	N.W. Counties	1 7½	1 2¾
A	Warwick ..	Mid. Counties	1 6½	1 2
A	Wellingborough	Mid. Counties	1 6	1 1½
A	West Bromwich	Mid. Counties	1 7½	1 2¾
B	Weston-s-Mare	S.W. Counties	1 5½	1 1¼
A	Whitby ..	Yorkshire	1 6½	1 2
A	Widnes ..	N.W. Counties	1 7½	1 2¾
A	Wigan ..	N.W. Counties	1 7½	1 2¾
B	Winchester	S. Counties	1 4½	1 0½
B	Windsor ..	S. Counties	1 5½	1 1¼
A	Wolverhampton	Mid. Counties	1 7½	1 2¾
A	Worcester ..	Mid. Counties	1 6	1 1½
A	Worksop ..	Yorkshire	1 6	1 1½
A	Wrexham ..	N.W. Counties	1 7	1 2¼
B	Wycombe ..	S. Counties	1 5½	1 1¼
B	YARMOUTH	E. Counties	1 5	1 0¼
B	Yeovil ..	S.W. Counties	1 4½	1 0½
A	York ..	Yorkshire	1 7½	1 2

* 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. 4d. *per hour*; LABOURER, 1s. 4d. *per hour*; NAVVY 1s. 4d. *per hour*; TIMBERMAN, 1s. 5½d. *per hour*; SCAFFOLDER, 1s. 5d. *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	15	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. 4d. *per hour*; TIMBERMAN, 1s. 5½d. *per hour*; BRICKLAYER, 1s. 9d. *per hour*; PLUMBER, 1s. 9d. *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.			
Leadwool per cwt.	£2	0	0
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. 9d. *per hour*; LABOURER, 1s. 4d. *per hour*; SCAFFOLDER, 1s. 5d. *per hour.*

*

London stocks, per M.	£4	15	0
Flettons, per M.	3	0	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. 9d. *per hour*; DO. *fixer*, 1s. 10d. *per hour*; LABOURER, 1s. 4d. *per hour*; SCAFFOLDER, 1s. 5d. *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	8
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. 9d. *per hour*; TILER, 1s. 9d. *per hour*; SCAFFOLDER, 1s. 5d. *per hour*; LABOURER, 1s. 4d. *per hour.*
N.B.—Tiling is often executed as piecework.

*

Slates, 1st quality, per 1,200:	*Med. Grey*			*Med. Green*		
Portmadoc Ladies				£14	0	0
Countess				27	0	0
Duchess				32	0	0
Old Delabole						
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. 9d. *per hour*; JOINER, 1s. 9d. *per hour*; LABOURER, 1s. 4d. *per hour.*

*

Timber, average prices at Docks, London Standard.

Scandinavian, etc. (equal to 2nds):			
7 × 3, per std.	£21	0	0
11 × 4, per std.	33	0	0
Memel or Equal. Slightly less than foregoing.			
Flooring, P.E., 1 in., per sq.	£1	2	6
DO. *T. and G., 1 in., per sq.*	1	2	6
Planed boards, 1 in. × 11 in., per std.	30	0	0
Wainscot oak, per ft. sup. of 1 in.	0	1	4
Mahogany, Honduras, per ft. sup. of 1 in.	0	1	3
DO. *Cuba, per ft. sup. of 1 in.*	0	2	3
DO., *African, per ft. sup.*	0	1	0
Teak, per ft. sup. of 1 in.	0	1	3
DO., *ft. cube*	0	12	6

*

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, 1½ in. thick, laid complete with splayed headings, per square	2	5	0
DEAL skirting torus, moulded 1½ 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, 1¼ 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, 1¼ in. thick, per ft. sup.	0	2	6
DO. moulded both sides per ft. sup.	0	2	9
DO. 2 in. thick, square both sides, per ft. sup.	0	2	9
DO. moulded both sides, per ft. sup.	0	3	0
DO. in 3 panels, moulded both sides, upper panel with diminished stiles with moulded bars for glass, per ft. sup.	0	3	6
If in oak, mahogany or teak, multiply 3 times.			
DEAL frames, 4 in. × 3 in., rebated and beaded, per ft. cube	£0	15	0
Add for extra labours, per ft. run	0	0	1
STAIRCASE work :			
DEAL treads 1¼ in. and risers 1 in., tongued and grooved including fir carriages, per ft. sup.	0	2	6
DEAL wall strings, 1¼ in. thick, moulded, per ft. run	0	2	6
If ramped, per ft. run	0	5	0
SHORT ramps, extra each	0	7	6
ENDS of treads and risers housed to strings, each	0	1	0
2 in. deal mopstick handrail fixed to brackets, per ft. run	0	1	6
4½ in. × 3 in. oak fully moulded handrail, per ft. run	0	5	6
1½ in. square deal bar balusters, framed in, per ft. run	0	0	6
FITTINGS :			
SHELVES and bearers, 1 in., cross-tongued, per ft. sup.	0	1	6
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	17	0	0
DO., *galvd., per ton*	19	0	0
Corrugated sheets, galvd., per ton	18	10	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	9	0
DO. *drawn pipes, per cwt.*	1	10	0
DO. *soil pipe, per cwt.*	1	12	0
DO. *scrap, per cwt.*	1	0	0
Copper, sheet, per lb.	0	1	3
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. per cwt.	3	2	6
LEAD PIPE, fixed, including running joints, bends, and tacks, ½ in., per ft.	0	2	0
DO. ⅝ in., per ft.	0	2	3
DO. 1 in., per ft.	0	3	0
DO. 1¼ in., per ft.	0	4	0
LEAD WASTE or soil, fixed as above, complete, 2½ in., per ft.	0	6	0
DO. 3 in., per ft.	0	7	0
DO. 4 in., per ft.	0	9	9
WIPED soldered joint, ½ in., each	0	2	6
DO. ⅝ in., each	0	3	2
DO. 1 in., each	0	3	8
BRASS screw-down stop cock and two soldered joints, ½ in., each	0	11	0
DO. ⅝ in., each	0	13	6
CAST-IRON rainwater pipe, jointed in red lead, 2½ in., per ft. run	0	1	7
DO. 3 in., per ft. run	0	2	0
DO. 4 in., per ft. run	0	2	10
CAST-IRON H.R. GUTTER, fixed, with all clips, etc., 4 in., per ft.	0	2	0
DO. O.G., 4 in., per ft.	0	2	3
CAST-IRON SOIL PIPE, fixed with caulked joints and all ears, etc., 4 in., per ft.	0	4	6
DO. 3 in., per ft.	0	3	6
Fixing only :			
W.C. PANS and all joints, P. or S., and including joints to water waste preventers, each	2	5	0
BATHS, with all joints	1	3	6
LAVATORY BASINS only, with all joints, on brackets, each	1	10	0

PLASTERER

PLASTERER, 1*s.* 9½*d. per hour (plus allowances in London only) ;* LABOURER, 1*s.* 4*d. per hour.*

*

Chalk lime, per ton	£2	17	0
Hair, per cwt.	2	0	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	5
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. ⅛ 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.* 8*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	7½
Polished plate, British ¼ in., up to 2 ft. sup. per ft.	0	1	2
DO. *4 ft. sup.* ,,	0	2	3
DO. *6 ft. sup.* ,,	0	2	6
DO. *20 ft. sup.* ,,	0	3	1
DO. *45 ft. sup.* ,,	0	3	3
DO. *65 ft. sup.* ,,	0	3	5
DO. *100 ft. sup.* ,,	0	3	10
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	1
DO. 26 oz., per ft.	0	1	4

Small sizes slightly less (under 3 ft. sup.).

Patent glazing in rough plate, normal span 1*s.* 6*d.* to 2*s.* per ft.

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

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

PAINTER AND PAPERHANGER

PAINTER, 1*s.* 8*d. per hour ;* LABOURER, 1*s.* 4*d. per hour ;* FRENCH POLISHER, 1*s.* 9*d. per hour ;* PAPERHANGER, 1*s.* 8*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	12	6
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

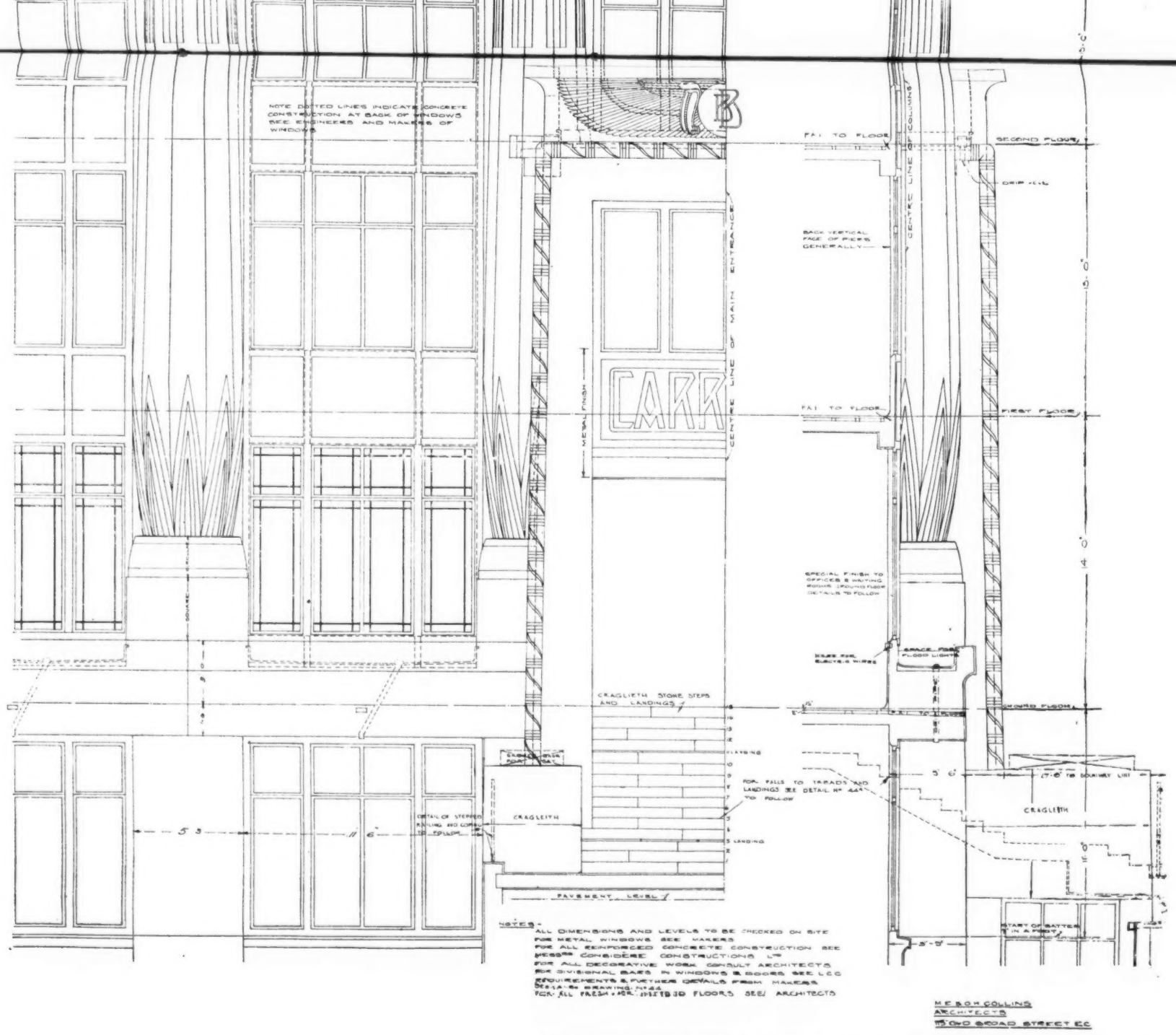
FIBRE BOARDINGS, including cutting and waste, fixed on, but not including studs or grounds per ft. sup. from 3d. to	0	0	6
Plaster board, per yd. sup. from	0	1	7
PLASTER BOARD, fixed as last, per yd. sup. from	0	2	8
Asbestos sheeting, 5/32 in., grey flat, per yd. sup.	0	2	3
DO., *corrugated, per yd. sup.*	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	1/10 in.			¼ in.			⅜ in.			½ in.		
Qualities	AA.	A.	B.	AA.	A.	B.	AA.	A.	B	AA.	A.	B.
	d.	d.	d.	d.	d.	d.	d.	d.	d	d.	d.	d.
Birch	4	3	2	5	4	3	7½	6	4½	8½	7	6
Alder	3½	3	2	5	4	3	6½	5½	4½	8	7	6
Gaboon Mahogany	4	3	3	6½	5½	4	9½	7½	—	1 0½	10	—
Figured Oak 1 side	8½	7	—	10	8	—	11½	—	—	1 6	—	—
Plain Oak 1 side	6½	6	—	7½	7	—	9½	—	—	1 0	—	—
Oregon Pine	5	4	—	5½	5	—	6	—	—	—	—	—



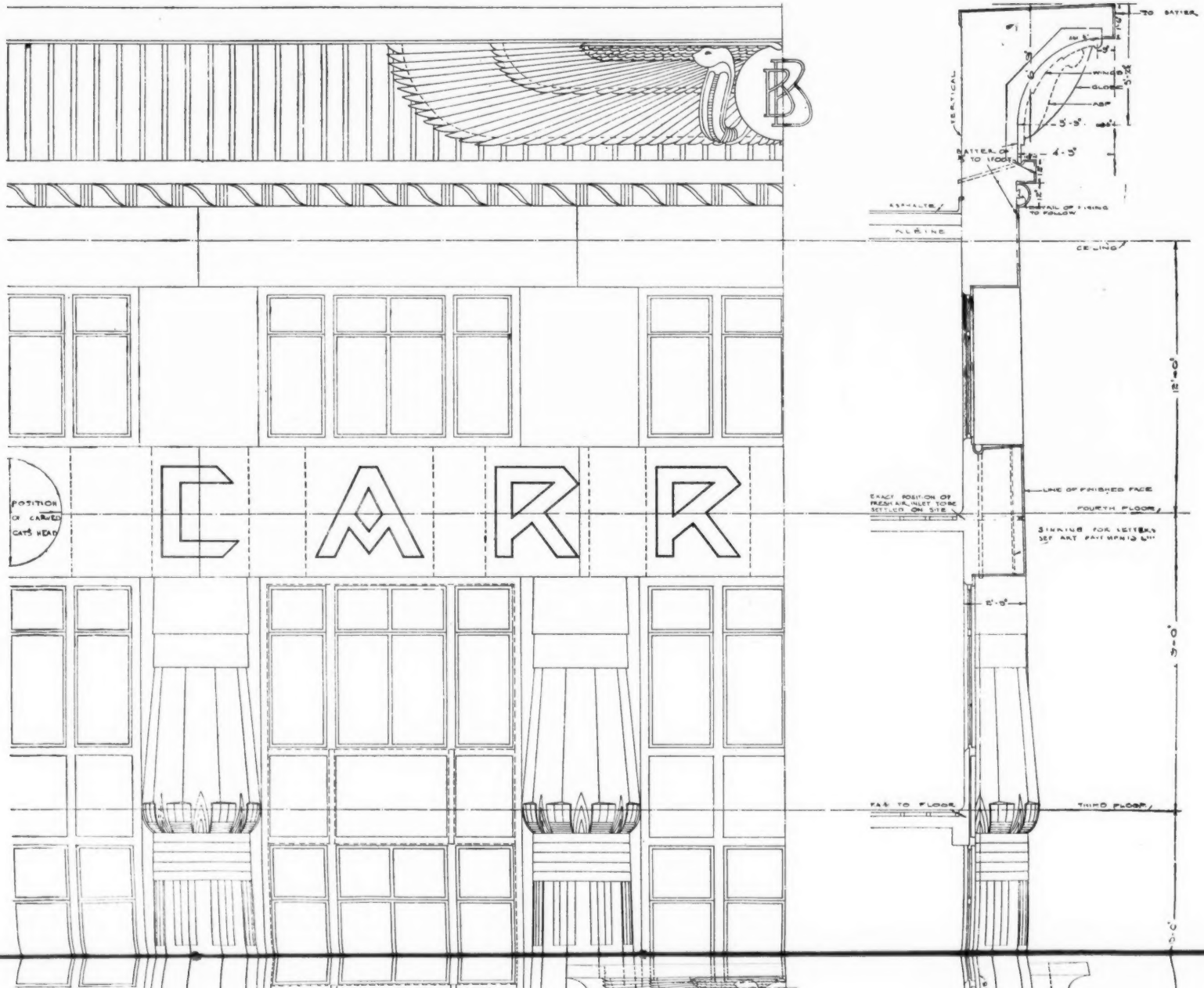
CARRERAS'S NEW FACTORY, CAMDEN TOWN, LONDON. BY M. E. AND O. H. COLLINS. A DETAIL OF THE HAMPSTEAD ROAD FAÇADE. [*See also page* 729.]

BAST HOUSE AND ARCADIA WORKS.

FOR MESSRS CARRERAS LIMITED

DETAIL OF FACADE IN HAMPSTEAD ROAD NEXT MAIN ENTRANCE.

No 45A.



The three-colour illustration over-leaf has a definite news value. It records a decisive step forward in the study, design and production of colour in concrete. The Carreras building possesses many attributes of interest. I am using it in this instance to mark the highest point yet reached in the history of building construction so far as concrete exterior surfaces in colour are concerned. The permanence of the marvellous and beautiful colourings of the Carreras building was secured by the use of "Atlas White" Portland cement and crushed coloured aggregates, exposed to view on the surface of the concrete and uncovered by any skin or wash of neat cement. These aggregates vary from rare crushed Venetian glass in many shades and colours to richly-hued buff-coloured sand from Leighton Buzzard. Every inch of the exterior surface of the building is of "Atlas White" concrete in one form or another. Even the black cats' heads—even the letters on the wall—are cast in "Atlas White"! "Atlas White" was also employed in much of the interior decoration of the Carreras factory, but that is another story—merely deferred, not forgotten. Write to me or come and see me at my Regent Street office if you would like orthodox specifications for concrete stucco, in white or in colour. We are yearly making great strides forward in beautifying concrete. Every architect should know how to so employ "Atlas White" as to make that progress conform to his requirements.

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

Frederic Toleman

Contractors: Messrs. Sir Robert McAlpine & Sons.
Concrete in colour: Messrs. Art Pavements & Decorations, Limited.
"Atlas White" Stucco work: Messrs. Grano Metallic Paving & Plastering Company, Limited.

New Carreras Building in Camden Town.

A Notable Example of an "Atlas White" Exterior.