THE AMERICAN ARCHITECT AND BUILDING NEWS.

VOL. LVIII.

No. 1141.

Entered at the Post-Office at Boston as second-class matter.

NOVEMBER 6, 1897.

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THE United States Board of General Appraisers seems to be having hard work in determining what shall be considered, within the meaning of the tariff-laws, a "work of art." Several distinguished sculptors have been examined as to their view of the matter, and have pronounced opinions which may, we fear, result in the disturbance of their peace of mind later. One, for instance, thought that a work of art was "only such as is produced by a professional artist in his own studio, either wholly by himself, or with such assistance as he needs, under his own immediate direction and supervision." This definition obviously excludes the work of American amateurs and students, while it would admit the productions of a "professional artist" of commercial tendencies, employing in his extensive studio an army of the "ghosts" who are already credited with doing a good deal for the financial success of popular sculptors. Several other experts classed "works of art" as being something to be contrasted with "architectural productions," and some thought that works of art were things made by artists, as distinguished from artisans, thus showing their need of the ministrations of the Arts and Crafts societies. One opinion, however, deserves mention, as perhaps suggesting the best definition of a work of art ever put forth. According to this opinion, "Art is the work of a human being, in plastic material or color, or something to render a sentiment, to imitate a form, or something of that kind, which does not grow on trees, which is not in nature." This is not very happily expressed, but the substance of the thought, that art is the means by which a person intentionally calls forth certain sentiments in the minds of people with whom he is not in direct relation, is perfectly clear. By this definition only is it possible to separate real works of art, whether they consist of musical or literary compositions, pictures, statues, embroideries, carpets, candlesticks, tombstones, or buildings, from works which are not of art, but simply of soulless manufacture. Of course, there are all degrees of artistic power in such productions, and bad art, which intentionally inspires bad sentiments, is as possible as good art; but the evocation of a sentiment is the essential thing. It must be acknowledged that this definition is not likely to be very serviceable to appraisers, who can hardly be expected to judge of the force of sentiment in objects submitted to their inspection; but, as art, by its nature, addresses the sympathies, it is obvious that it can be judged only by persons capable of responding to its appeal, that is, by those who understand the language in which it expresses itself; and if, as the Board of Appraisers thinks, the exemptions in the tariff-law are intended to promote the cultivation of the fine-arts in this country, it is inevitable that they should be administered under the expert direction which can alone distinguish between works suitable and unsuitable to that end.

LIKE all the architectural schools, the Architectural Department of the Massachusetts Institute of Technology is this year full of students; and some interesting changes have been made in the curriculum. Among other things, a course of lectures is to be given to the fourth-year class on the History of Painting and Sculpture, taking up the antique during the first term, and mediæval and Renaissance work in the second term. These lectures, which are to be given by Professor Sumner, will be illustrated by photographs, and by lantern slides, many of which are lent by the Fogg Museum of Fine-Arts of Harvard University. The old friends of the Institute, of whom there are very many in the profession, will note with pleasure this progress towards the official recognition of architecture by the authorities of the Institute as one of the fine-arts; and will find no less satisfaction in the information that the Institute is to receive friendly assistance from the Fine-Arts Department of Harvard University. The artistic departments of both these institutions have, in years past, suffered from the fact that only the instructors and students particularly concerned regarded them as anything really serious; and a certain coöperation of the two might be valuable in many respects to both.

THE Pennsylvania Academy of the Fine-Arts will hold its sixty-seventh annual exhibition from January 10th to February 22d next. The architectural section of the exhibition is to be placed in charge of the T-Square Club, of Philadelphia, and will be kept open until February 29th. Works will be collected, free of charge, in Boston, New York and Philadelphia, and returned in the same way, if notice is given by the artists in accordance with the regulations, one of these being that entries must be received at the Academy on or before Saturday, December 4th. Works for exhibition must be delivered on or before Saturday, December 18th. The income of the Temple Trust is available for the purchase of meritorious works, and for the award of gold medals; and the Academy gold medal is awarded at the discretion of the Board of Directors. The Walter Lippincott prize, of three hundred dollars, for figure-painting, and the Mary Smith prize, of one hundred dollars, for painting by a woman artist resident in Pennsylvania, will also be available. In the architectural section, it has been provided that, with the consent of the exhibitor, works selected by the hanging committee will be forwarded to the Architectural League Exhibition in New York, after the close of the exhibition in Philadelphia, and returned from New York to their owners. Entry blanks, and any further information that may be desired, can be obtained from the Secretary of the Pennsylvania Academy of the Fine-Arts, 1113 Harrison Building, Philadelphia.

THE full bench of the Massachusetts Supreme Court rendered a decision a few days ago which is of great importance to professional and trade associations. One Hartnett, a plumber, sued the Plumbers' Supply Association of New England for damages, on account of its unlawful interference with his business and credit. It seems that the Association in question was chartered for the purpose of "promoting pleasant relations among its members, discussing, arbitrating and settling all matters pertaining to the prosperity and promotion of the jobbing plumbers' supply business, and establishing and maintaining a place for social meetings." Notwithstanding this amiable declaration, it appeared that an important part of the business of the Association consisted in receiving complaints from members in regard to customers who did not pay their bills; sending, in the name of the Association, peremptory demands for immediate settlement, under threat of being deprived of credit with all its members, and, if the demands were unheeded, in notifying members of the Association to sell no more goods to the offending person except for cash before delivery. Hartnett seems to have fallen a victim to this arrangement, and asked for redress, on the ground that the Association, under its charter, had no right to interfere with his credit, or his business operations. The same Court, with a single justice, dismissed his complaint, on the ground that the Association acted lawfully and legally; and three of the justices of the full bench held to this idea; but the majority decided that the charter of the Association gave it no such rights, and that it could not, at common law, "under the pretended sanction of its corporate franchises . . . supplant

the courts by the private machinery of the corporation." In regard to Hartnett's credit, which was undoubtedly injured by the action of the Association, the majority of the Court said that "The credit of a tradesman is an important, and often his most considerable, resource, and he has a right to rely upon and to use it in endeavoring to do business. No one has the right to attempt to destroy or to injure his credit, unless the person so attempting can show that his own legitimate interests require such action." The Court did not hold that sellers of plumbers' materials, as private individuals, were not justified in informing each other that a customer of one of them had not paid his bills, or even in agreeing together not to sell him any more goods except for cash; but it considered that their incorporated Association had no such right; and as Hartnett's private interests were injured or put in hazard by its usurpation of a right which it did not possess, the Court held that he was entitled to redress.

AS this decision applies equally to all associations of business men which endeavor to protect their members by united action against persons who do not pay their bills, it is a matter of wide importance. Among architects, in this country, no such service has been attempted by any professional body; but in Europe, particularly in France, where this right is expressly granted to professional associations of all kinds by a general law, architects, and other people who have not much to lose, and cannot, in the nature of things, inquire very strictly into the character of the people who employ them, are saved an immense amount of anxiety and expense by having their just claims taken in hand by an influential body, or by the advice or warning which the counsel for their association is always ready to give them. To such persons, correct information in regard to clients is often of great importance. Although the Massachusetts Court speaks of "credit" as being a valuable possession, there is an important difference between the credit which a man has because he deserves it, and which it would certainly be criminal to attack, and the false credit which he enjoys because those who have found him out are unwilling or afraid to impart their knowledge to other persons. How far the courts should intervene to protect the latter sort of credit, which is, naturally, of use only for imposing upon innocent persons, is an important question, which has never yet been adjudicated, but which a great many victims of misplaced confidence would be glad to have decided.

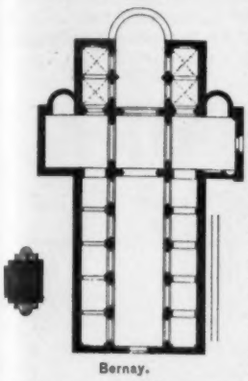
AMERICAN architects are fortunate in one respect,—that when some political "boss" or wire-puller upsets their hopes of fairness in a public competition they can say what they think of him without restraint; while their German brethren, when the Emperor dictates to a jury its choice, as is said to happen occasionally, have to read over carefully the statutes relating to the crime of *lèse majesté* before they can compose a fitting expression of their feelings. It has been intended for some time to place a national monument to Prince Bismarck in front of the new Parliament Building in Berlin; and, some months ago, a competition for designs was instituted. A certain number of designs were selected, and the authors of them were invited to take part in a second competition; and, at the request of the Emperor, an invitation was also sent to Professor Begas, who had not previously competed. A jury of sixteen members had been appointed, but, on the day of the judgment, several of them, including Professor Wallot and Professor Lenbach, absented themselves from the proceedings. The remaining jurors, however, went on without them, and the balloting resulted in the choice of Professor Begas's design, and the award of the commission to him. What part the Emperor may have had in the matter, if any, no one is apparently bold enough to say; but the prevailing impression appears to be that a hint was given to the jurors that Professor Begas's design would meet with imperial approbation, and that a majority of those left after the defection of the more independent ones found that their taste coincided with that of their sovereign. The *Builder* remarks, rather ferociously, in regard to this supposed royal interference, that "His Majesty will perhaps find out presently that his faithful subjects will not put up with much more of it"; but, independent of the question whether the faithful Germans would be able to prevent it, assuming that they wished to do so, it is probable that the real or imaginary disposition of the Emperor to dictate the award will result in nothing worse than the abstention of the better artists from public competitions.

THE designs submitted in the final competition for the New York Library are now in the hands of a jury consisting of three architects — Professor Edgar V. Seeler, of Philadelphia, and Messrs. Walter Cook, of New York, and Cass Gilbert, of St. Paul — the Librarian, Dr. J. S. Billings, the Secretary of the Trustees, Mr. George L. Rives, and two of the Trustees, Messrs. Maitland and Cadwallader. This selection would seem to make the professional members of the jury a minority; but Dr. Billings ought really to rank as a professional member, so that the conditions insisted upon by architects in such cases are substantially observed.

THE Commissioner of the General Land Office, Mr. Hermann, seems to be doing his country excellent service, by his energetic treatment of the abuses by which the community has so long been robbed of its most valuable property. It is notorious that lumber-dealers in the West, who have paid honestly for their stock, have long been obliged to sell it in competition with corporations and individuals who, under cover of a law ostensibly enacted to allow poor settlers to cut a few logs for their houses from the forest about them, have laid waste enormous tracts of the best timber lands owned by the Government, and have sent the product to be sold in the great lumber-yards which they maintain side by side with those of the honest dealers. Commissioner Hermann's eyes seem to have been first opened to the condition of affairs by an application which he received, early in his incumbency, for a permit to cut timber on a certain piece of public land. On looking up the location of the tract on which, presumably, some one had settled, and wished to be allowed to gather material for a little hut, he discovered that it comprised more than seventeen thousand acres, and had already been cut over once, under a previous permit, by the same applicant. On making known his opinion of such proceedings, he was informed that they were quite usual. Fortunately, he was in a position where he could give effect to his determination that they should no longer be usual, and since then no permits have been issued to cover more than the "quarter-section," of one hundred and sixty acres, which constitutes the ordinary farm granted to actual settlers on the public lands; and even to such settlers a second permit to cut timber from the same land is only granted in cases of extreme emergency.

IN Mr. Hermann's opinion, as expressed to a *Tribune* correspondent, the whole system of timber permits is objectionable, and the law relating to them should be repealed; but, so long as it remains in the statute books, they must be granted in accordance with the true intent of its provisions. Meanwhile, the withdrawal of them from speculators and stock-companies has put an end to one great source of forest waste, and Mr. Hermann hopes to be able to do still more, without any very radical change in the system of administration. Next to the sheep-plague, which, it is to be hoped, may be taken in hand later, the most destructive influence from which our forests suffer is probably that of fires, which destroy every year millions of dollars' worth of timber. As the public forest lands are now quite valuable enough to be worth guarding against depredation, Mr. Hermann hopes to be authorized to have them properly watched by officers, stationed perhaps eighteen miles apart throughout the public forest reservations, who could, by regular patrolling, keep an efficient supervision over them; and he suggests that these patrols might, in the course of their duties, clear paths, perhaps six feet wide, according to a fixed scheme. These paths, as they were completed, would greatly facilitate the movements of the guards, and of other people, through the forests, and, in consequence, materially increase the value of the land; while they would almost completely prevent the spread of fires. It is well known that forest conflagrations spread mainly by means of the underbrush, and if this were intercepted at regular intervals there would be little danger of the spread of fire beyond the tract in which it originated; while the easy access to all parts of the forest afforded by the paths would wonderfully simplify the task of extinguishing the flames. Mr. Hermann thinks that all this work could be done by two hundred men, at a cost of about one hundred and seventy thousand dollars a year. This sum is about the same as that which the Government pays out to pensioners every three hours, and the public can form its own opinion as to the relative advantage which it would secure from such a disposition of it.

AN ARCHITECTURAL "SUMMER SCHOOL" ABROAD.[1] — VII.



Bernay.

THE road through Brionne to Bernay we found to be a particularly hard one to travel over, for, although it has the smooth surface characteristic of all the wide "national" roads, its grades are so long and heavy that we lost much of the enjoyment of riding through a new country.

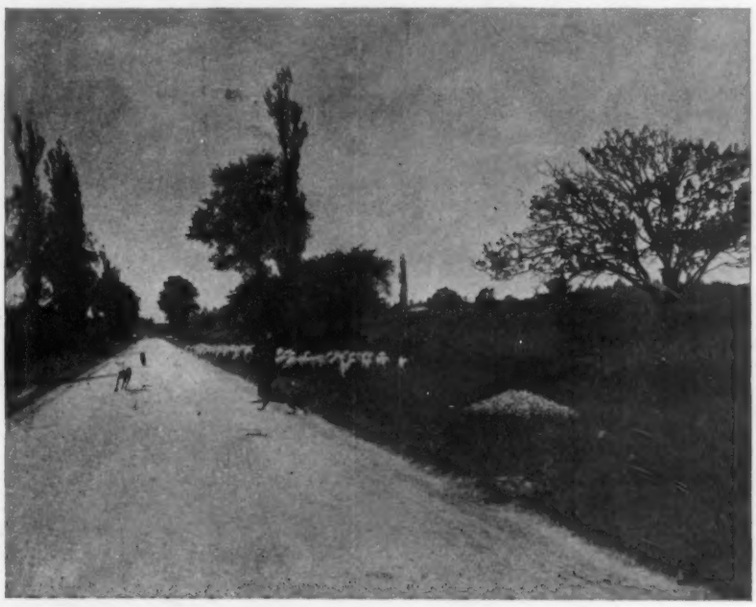
Passing the village of Le Boisrobert we coasted down into the narrow valley of a small stream, then climbed the steep flinty road leading over Mont Mal and at once descended the other side of the hill into the valley of the Risle, in which the manufacturing town of Brionne is located.

Without stopping to examine the houses of this straggling town we crossed its long bridge and pushed on, climbing slowly out of the valley, consoled in part by the thought that previous travellers, even as far back as the time of the Roman occupation, had endured the same labor and fatigue. Experience again showed that the river road, although longer, gave much easier riding than the rolling national route and also offered greater attractions in the way of scenery and villages.

Arriving at Bernay we jolted through its long cobble-stone streets, past the towers of St. Croix and many curious houses, until at length, at the farther end of the town, we reached the "Cheval Blanc" and ended the hard day's ride. After punctures had been repaired and bicycles cleaned, there was little desire for an evening tramp about the town: all were thoroughly content to rest in the little arbor at one side of the long hotel court, while we practised songs and choruses.

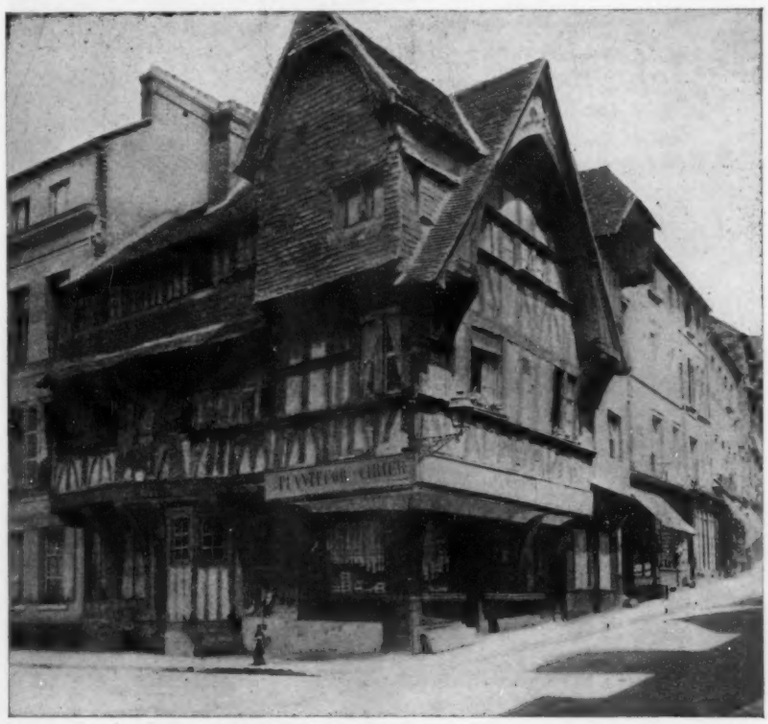
Next morning our tires needed so much attention that we were late in starting out, and so only caught a glimpse, as we were leaving the valley, of the curious wooden tower of Notre Dame de Couture with its four bird-cage excrescences. Lisieux proved to be a greater attraction and no one thought of turning back.

Our map showed that the next section of the main road was uninteresting. We therefore took a roundabout route and were well repaid for the few extra miles travelled, for we passed through many small villages with houses covered with thatched roofs, and found many bits of picturesque Normandy that the American tourist rarely visits. Nearly all these country roads were lined with hedges, and we should certainly have fancied that we were in England, but for the occasional groups of tall poplars that rose like sentinels on either side of the road. From St. Jacques we had a fine long coast, under the shade of trees planted at regular intervals all the way down the hillside, until, just before reaching the bottom of the descent, brakes had to be put on quickly, for we had reached the upper end of the famous Grande-Rue and saw below us the quaint gables and roofs of Lisieux.



On the National Road between Lisieux and Caen.

We remained at Lisieux for two days, making sketches of the old timber houses and of the interior of the cathedral, and found a vast amount of good material. The quaint town is full of woodwork of the fourteenth and sixteenth centuries, and one cannot walk far in any direction without finding splendid examples of the carpentry of this period. One well-known house in the Grande-Rue, on the corner of the quiet Rue du Paradis, is particularly attractive, and has the reputation of drawing a sketch from every artist or architect who visits the town. It is needless to say that we all came under its influence. Even although the old woodwork of this house is now racked and twisted out of line, and changes have evidently been made from time to time, its façade is still the most vigorous in the town. Compared with its arched and recessed gable, the modern houses on either side seem more uninteresting and monotonous than ever.



Old House, Grande-Rue, Lisieux.

When one considers that in the Grande-Rue alone there are still over a dozen houses worthy of close observation, and that the Rue de la Paix, Rue au Char, Rue de Caen and Rue des Boucheries all possess half-timbered fronts, varying from the low-gabled structures to the plain, high, six or seven storied buildings that crowd each other on some of the narrow ways, it will be seen that Lisieux has not yet destroyed all of its mediæval fragments, although many wide streets have been pushed through the old part of the town.

The most picturesque street is perhaps the Rue aux Fèvres, where we found the famous "House of the Salamander," built in the time of Francis I, and having the richest carved front in town. We walked up and down this street several times, always trying to include it when in that part of the town, for, taken as a whole, its over-hanging walls and picturesque roofs were far more attractive than those of the busy half-modernized Grande-Rue.

[1] Continued from No. 1138, page 25.

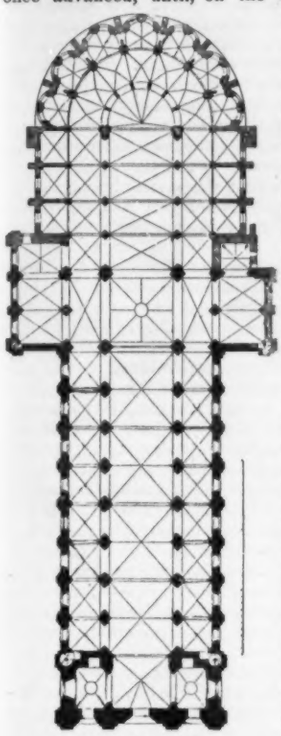
The Cathedral of St. Pierre also greatly interested us and an entire morning was spent within its walls in trying to put on paper the simple and harmonious proportions of its nave arches. The façade of St. Pierre, although not of great height when compared with other French cathedrals, is singularly effective and satisfactory because of its bold features and good proportions. It undoubtedly gains in dignity through its location, at the top of a large open square, and because it is surrounded by comparatively low buildings.

A similar location is certainly of great benefit to the Church of St. Jacques, which has an entrance raised high above the Marché-aux Bœufs by a broad flight of steps enriched by a richly carved Gothic balustrade. This church was erected by the architect Guillemot-de-Samaison, between 1496 and 1501. The great tower or spire remains to-day unfinished, and while it may be interesting on account of its strength and simplicity, one cannot fail to wonder if the balustrade and buttress pinnacles indicate the decoration of the original design, or to try to imagine the tall richly-detailed spire that was intended to lift its pinnacled head high above the present slate-covered wooden bell-tower.

St. Jacques, Lisieux, France.

Our stop at the "Hôtel de Normandie," near St. Jacques, was a fairly comfortable one, for the rooms were good although not remarkably clean, while the table was excellent considering the price,

seven francs per day. But we found that though Lisieux has so many houses of mediæval times, its shopkeepers are thoroughly up to date. The prices of all articles that a bicyclist stands in need of were at once advanced, until, on the second day, the late comers were charged about twice the amount paid by the first members of our party.

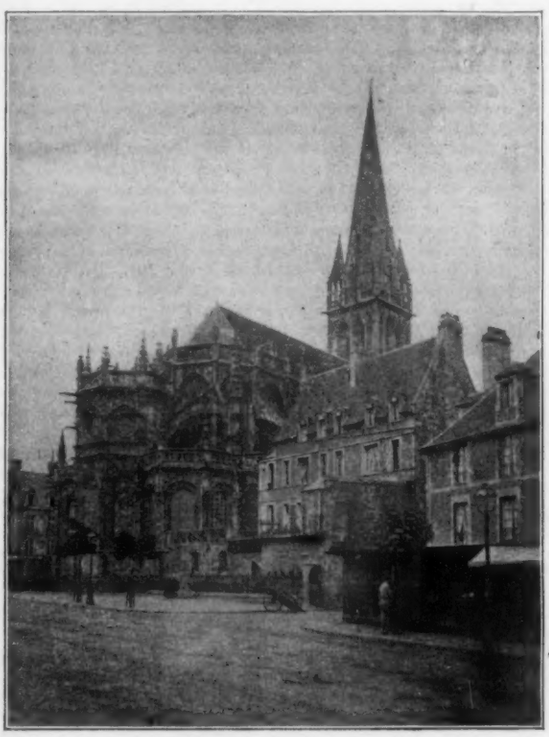


St. Etienne, Caen.

Before leaving Lisieux we arranged by telegraph to lunch at the village of Crévecœur, some sixteen kilometres away on the road to Caen, but arriving there we found a village fair in full swing and the small hotel unable to accommodate all its patrons. After two hours' patient waiting we at last obtained part of a miserable lunch, and finally departed, resolved to make future arrangements only in the larger towns, for even a village fair lost its attractions after we began to be really hungry.

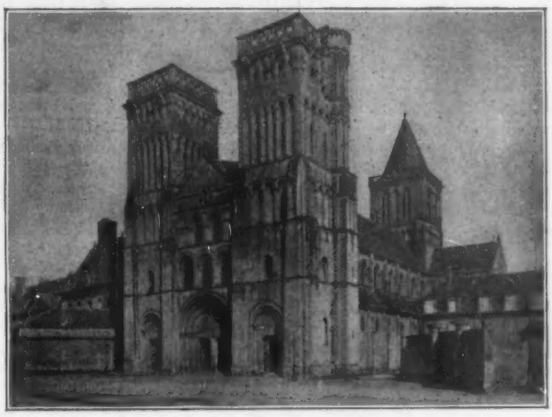
To the credit of the French hotelkeepers it may be said that the only attempted extortion throughout our trip was made in this village. At all other places we found courteous treatment, while bills were presented according to agreement and without an error in the way of charging for extras that did not belong to us.

The excellent road leading to Caen was then passed over in the face of a strong head wind, but the surface was so good that we kept up a good pace all the way. The national roads of this section are kept in perfect condition, for though we travelled for miles through the open country we found surfaces that were even superior to many of our park roads. From the top of the hill at Moult near Argences we obtained a fine view of the broad plain with the towers of the city of Caen in the distance, while just below us were the extensive canals that irrigate the lower valley of the river Dives. The descent from the hill at Moult, however, caused much trouble, for the road was full of loose flints and many punctures were received, but repairs were quickly made and the last man arrived at the "Hôtel d'Angleterre" just in time to escape the heavy rain that continued all that night and the next day. Happily, that was the last flinty hill encountered on the tour.



St. Pierre, Caen.

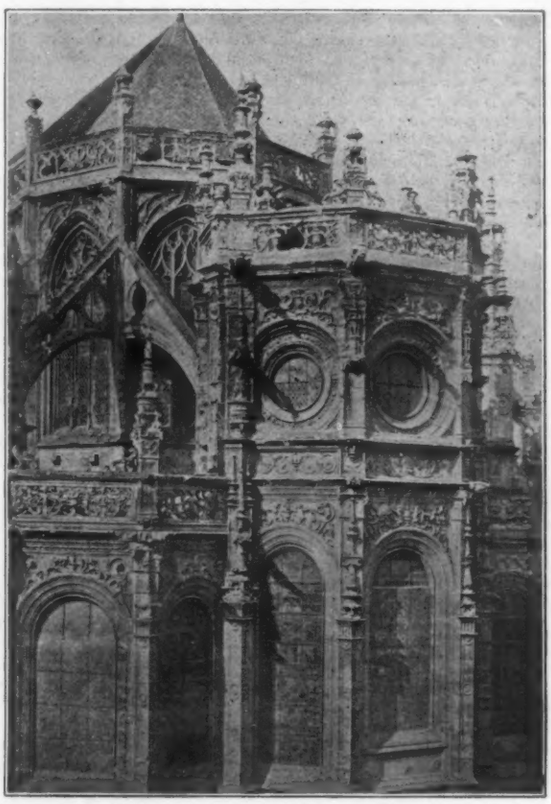
Our day at Caen was wet and uncomfortable, since we were forced to keep indoors most of the time. Owing to the continuous drizzle we could not walk about as we had planned and only the principal churches were visited, the large number of interesting Renaissance houses of the city being necessarily passed by with only hasty glances, as we dodged from cover to cover.



Abbaye aux Dames (Trinity), Caen.

Still, while sketching in the quiet interior of La Trinité, the church of the Abbaye aux Dames, the first morning passed quickly by. Since the able restorations, in 1854, by Ruprich-Robert, this church has had time to age and weather a little, so that it now seems to be a well-preserved example of monumental twelfth-century architecture. The best view of the exterior is found from one of the seats across the wide Place Reine Mathilde, near the corner of the church of St. Gilles, as from this point one can see the full height of the sturdy west towers and follow the nave as far as the transepts. On all other sides the church is so surrounded and shut in by the buildings of the Hôtel-Dieu that the roof alone can be readily seen.

Much might be said of the peculiarities of the interior of this church, as it is one of the best-developed Romanesque buildings of the eleventh century. Photographs and sketches were made of the unusual clerestory and sexpartite arrangement of vaulting ribs, and much was discovered that helped to explain this peculiar method of vault construction.



Apse of St. Pierre, Caen.

Walking across the Place to the ruined tower of St. Gilles, a

tower that is quite picturesque although partly destroyed, we were fortunate enough to obtain a photograph of the little west door on the side street. This door is almost the only complete fragment of the exterior decorations of St. Gilles and is certainly one of the most charming bits of transitional Gothic design in the city.

Returning then to the heart of the city, we took refuge from the rain within the walls of St. Pierre, and stopped to examine in detail its lavish but cold and formal Gothic-Renaissance decorations.

The exterior of St. Pierre is far more interesting than the interior. The various additions made from the thirteenth to the sixteenth centuries do not seem to have greatly destroyed the general harmony of the building, although from the quiet lines of the early Gothic entrance-porch to the elaborate Renaissance carvings of the apse many changes in style can be traced. The apse is one of the most richly carved buildings in France, its pilasters, friezes, spandrels and pinnacles having a wealth of decoration that is only rivalled by delicate works of the late Gothic period. But it is needless to say that for exterior work its carvings are ineffective, since they can only be seen when viewed at short range.

On the other hand, the tall graceful tower of St. Pierre [See Illustration on Page viii] is decidedly effective and satisfactory, for its tall arches, stone turrets and perforated spire are not only harmoniously designed, but it also has the advantage of a commanding location, at one side of a large square from which radiate several of the principal streets of the city.

In one of these streets, the Rue St. Pierre, on the corner of the Rue Froide, is the little church of St. Sauveur, possessing a fifteenth-century apse that is one of the most graceful and delicate late Gothic designs with which I am acquainted; but this is only one example taken from many beautiful and impressive buildings that enrich this Norman city.

The largest ecclesiastical building is St. Etienne, the great church of the Abbaye aux Hommes, founded by William the Conqueror in 1066, the year in which his wife Matilda founded the Abbaye aux Dames and began La Trinité, on the opposite side of the city. St. Etienne, though boldly conceived and executed on a large scale, seems plain and somewhat barren when compared with the good interior proportions of La Trinité. Its vaulting, of the sexpartite type, shows all the faults of that method in a painful degree, for its twisted groins and warped surfaces give a peculiar spider-like appearance to the roof lines that is far from agreeable. Yet the building is so large, its walls are so venerable and its simple surfaces tell so plainly of the forcefulness and vigor of the great Norman movement, carried on so successfully in England, that the church is always grand and awe-inspiring.

Unfortunately it is so hemmed in by the Lycée buildings and private houses that it is difficult to obtain a good exterior view; still, one can get a very good idea of its size from the shady walks of the Place du Parc.

In the Rue de Caumont, leading from the Place du Parc, is an interesting church, called, for some reason, the Old Church of St. Etienne [See Illustration on Page iii], although dating from the fifteenth century. The collections of the Antiquarian Museum, on the opposite side of the street, have overflowed into the ruined interior of this church, and many fine bits of stone detail are placed within its walls. The city also uses the building for storing various supplies, and it seems a curious desecration to see bundles of wood piled high within the carved arches of the nave and aisles. Many curious problems in stone vaulting were pointed out to us by the concierge, who seemed to take great pride in the building and proved to be well posted upon its history and construction, although he certainly followed his red nose instead of walking in a straight line while leading us about from place to place.

We found that the east side of the church was more richly decorated than the west, and had a fine projecting Gothic porch and two little chapels filled with extremely delicate Renaissance sculpture.

At the time of the Revolution this church withstood a short siege, and, as a result, the stone around every opening in its north gable has been pitted by the rifle bullets of the attacking party.

On the hillside above St. Etienne is the Norman church of St. Nicolas, dating from the eleventh century and having at its east end a circular apse capped by a steeply pitched stone roof. This peculiar apse was so interesting on the outside that we attempted to see the interior, although the guide-books state that visitors are not admitted. Climbing up to an open window, one member of the party reported that the interior of the nave was filled with bales of hay upon which a gang of men was at work. But his stay upon the window-sill was a short one, for a wrathy female appeared upon the scene and ordered him down with gestures and language that could not be misunderstood. A little persuasion, however, in the way of a franc judiciously used, opened the door of this government storehouse for us, and we inspected the interior at our leisure, finding, to our disgust, that a double floor had been put inside the apse, and that four feet of loose grain had been piled against the rudely carved arches of the inside wall. E. B. Homer.

(To be continued.)

The Norfolk Court-house. — The first Government competition under the Tarsney Act is held by the jury to have given proof of the practicability of the provisions of the Act. This competition, for the Post-office at Norfolk, resulted in the success of Messrs. Wyatt & Nölting, of Baltimore.

THE BOSTON PARKS.

The annual reports of the Boston Park Department always contain information relating to design, construction, administration, and details of progress in the realization of the various projects that make them of general interest to friends of public-park work everywhere. This interest is sustained in the report for the past year, just made public, although the plans for new work that have long been features of these reports and have so largely enhanced their documentary value are not included this time. The very comprehensive scheme of public parks and parkways undertaken by the City of Boston is now so far advanced in its realization that the system is practically complete in its general form, with little remaining to be done in the way of plans beyond the designing of the various details required as the work of construction progresses.

In the way of comprehensive designs yet to be made for large park areas there now remains only the important West Roxbury Parkway, which at the Arnold Arboretum is to connect the municipal park system with the metropolitan park reservations to the southward: Stony Brook Woods and the Blue Hills. This large parkway will have a picturesque interest comparable to that of the celebrated chain that connects the heart of Boston with Franklin Park, by way of the Fens, Jamaica Pond, and the Arnold Arboretum, and its plan, now in preparation, will probably be a feature of the next report. These remarks as to the Boston park system, it should be borne in mind, do not apply to the great metropolitan system for Greater Boston, which is in the charge of a commission acting directly under State authority. The scheme for the latter is yet far from complete; its general features have been outlined and, to a great extent, agreed upon, while construction has been advanced to a surprising extent in the short time since the work was organized. The shape of certain features of the metropolitan scheme, however, as advised by the preliminary commission, or found desirable as the work developed, is as yet undetermined. The remarkable opportunity for a great aquatic pleasure-ground presented in that portion of the Charles River between Boston and Cambridge cannot be fully improved until more definite action has been taken by both the National and State governments. While this is an improvement of metropolitan character, the municipal commissions of both Boston and Cambridge are also directly concerned in it.

The Boston municipal park system has cost, since the organization of the Park Commission, in October, 1875, in land and construction, within about a quarter of a million of $14,000,000, and a considerable sum is still required for its completion. The financial exhibit is an interesting one; in this respect the report is a model for other cities. Every needful detail is given, and one interested can easily ascertain if a given expenditure is economical or extravagant. The maintenance cost of such a system is necessarily heavy, but in dividends of recreation, health, and enhanced property values the outlay is amply justified. The item of road maintenance is a large one, but it is noteworthy that, in the repairing of worn surface, economical results are obtained from a method of crushing down the protruding macadam stones with a steam-roller, instead of the former custom of supplying new material for surfacing.

A great gain in administrative efficiency has been made in the appointment of an executive manager for the entire park system, with full control of the engineering and landscape gardening departments. This gives a more efficient administration than heretofore, with undivided responsibility, and a considerable saving of money, hitherto unavoidably wasted, is looked for. This very important office has been filled by the choice of Mr. John H. Pettigrew — a loss to Greater New York, for Mr. Pettigrew was the very capable superintendent of the Brooklyn parks. Mr. Pettigrew's wide experience in his profession also includes the superintendency of the Milwaukee parks and of Jackson Park at Chicago. Now that an efficient executive head has been secured, the extravagantly mismanaged Public Grounds Department of Boston should be merged in the regular Park Department. Mr. Pettigrew's hand has been already made manifest to good advantage in the marked improvement of the sadly neglected plantations in Franklin Park. It is unfortunate that the great legislative blunder of three years ago, which transferred the control of the park police to the Police Commissioners, has not yet been corrected. The Park Commissioners very rightly hold that the parks cannot be satisfactorily administered until the appointment and control of those who enforce the rules and regulations of the Board are restored to its authority. It is anomalous that the park-police authority, under the general park laws, still rests with all other park boards of Massachusetts. It was only a whim and an intrigue that deprived the Boston Board of its powers.

The only general designs which the Boston Park Board will be likely to require hereafter, besides those aforementioned, are those for small local pleasure-grounds. A number of these are in course of preparation: when made public they should have a general instructive value, like those for Charlesbank, for instance, and Mr. Olmsted's little masterpiece at the North End waterside. A very important feature to which special attention has lately been given is that of public playgrounds. Several important playground sites have lately been secured in various sections of the city — some in suburban districts, anticipating future growth and needs, by the purchase of large and suitable tracts at reasonable prices; others, in crowded

tenement districts, at a great expense. Two of these playground sites are in South Boston, two in Dorchester (including Franklin Field, with its seventy acres), one in West Roxbury, one in Brighton, two in Charlestown, and one at the North End, where a lot of old tenement rookeries are to be demolished for the purpose. Admirable playground facilities are also provided in some of the large parks. Much remains to be done in this direction before the needs of the public are sufficiently met, and the work will be likely to go on until no locality is without its playground within convenient reach. Several of the shabby "squares" now in the Public Grounds Department should be transformed into playgrounds.

In this general line of activity the Park Department has entered upon a new function, complementary to the successful outdoor gymnasia which it instituted. A public-spirited lady, Mrs. Esther P. Ahl, had established and maintained for some time a large indoor gymnasium in East Boston. This she has presented to the City, equipped with the best apparatus, on condition that it always be used as a gymnasium or a public bath-house. It has been given in charge of the Park Department, and is a great success, with regular classes in athletics, reading-rooms, baths, and other belongings of a free public club-house. The Board hopes that this gift will be an incentive to others to give to the public similar gymnasia or field-houses, athletic grounds and public baths in other sections of the city. To make the parks of the most complete use to the public, buildings of various kinds are urgently needed, as for bathing, boating and skating, refreshment and shelter, etc. It is suggested that, following examples set elsewhere, citizens can, by giving to the parks the more important of these buildings, which may bear such names as they may select, confer lasting benefit to the community and build enduring monuments to the generosity and public spirit of the donors. In the line of athletics, a new recreative feature has been introduced in Franklin Park in the shape of public golf-links, so that lovers of the sport who do not have club facilities may have opportunities to enjoy it. The teeing ground of the links has been located within convenient distance of the refectory and carriage-sheds.

The landscape architects, in their report to the Commission, remark that among the most difficult details of park designs are the plans for the necessary buildings. "The Commission has always employed good architects," they say, "but it has been necessary that we should define for the architects the purpose to be served by the buildings, and to indicate how they may best be harmonized with the surrounding park scenery, of which they must necessarily form an integral part. For this reason we usually sketch preliminary plans."

The buildings, bridges, and other architectural work in the Boston parks are notable, as a rule, for their character and importance — they are admirably adapted for their purposes and harmonize with their surroundings. Preliminary sketches for the following new buildings have been studied by the landscape architects: —

A shelter with toilet, etc., for golf players and picnickers at Abbotswood, Franklin Park.

Refectory carriage-sheds in Franklin Park.

A large shelter and field-house for the men's athletic grounds, and for skaters and ball players, with administration offices and public toilet, at Franklin Field.

A boat-storage shed in Jamaica Park.

An administration building, with public toilet and storage for boats in the basement (instead of the separate boat shed, in Back Bay Fens).

A boat-storage shed in Leverett Park.

A boat landing in Riverway.

Administration building, women's bath-house, men's bath-house, and promenade piers, at North End Beach.

A field-house for men's and women's athletic grounds, with administration offices and public toilet, in Charlestown Playground.

A waiting-room and shelter for street-car passengers at Charlestown Playground.

Field-house for men's and women's athletic grounds, with administration offices, public shelter and toilet for skaters in M Street Playground.

The expenditure required for buildings that are now needed is estimated at $285,000.

The way in which the serious encroachment of an electric trolley line upon the park system, in the interest of real-estate speculators, has been prevented by public indignation promptly manifested shows how the parks have secured themselves in the affections of the people. Legislation was sought to enable the building of an electric railway line across the great Parkway at Boylston Bridge, disfiguring Richardson's monumental structure and French's exquisite memorial to Boyle O'Reilly, besides narrowing the roadway and degrading it to ordinary traffic, endangering the lives of thousands of pleasure-seekers, destroying a row of fine Lombardy poplars, a thousand feet of pleasure-walk, together with the planted slopes of the Fenway for the same distance. The Legislature very sensibly would not sanction this monstrous proposition and passed a law requiring the tracks, together with a new traffic highway, to cross the Parkway below grade.

The last link in the great chain of continuous parks and parkways from the Public Garden around to Marine Park and Castle Island — a total of about thirteen miles — Columbia Road, between Franklin Park and Dorchester Five Corners, is now under construction, the Legislature having provided that the Street Department shall build this road, which is of the formal boulevard type, together with the Strandway, and transfer them to the Park Commission on completion. The attendant throngs upon opening every new feature of the park system testify to the universal public appreciation of the parks and show that they meet a genuine need.

SYLVESTER BAXTER.

SOCIETIES

BROOKLYN CHAPTER, AMERICAN INSTITUTE OF ARCHITECTS.

THE following is a list of Officers, Board of Directors, and Committees of the Brooklyn Chapter of the A. I. A. elected at the last annual meeting, held September 11, 1897, for the ensuing year: —

President, George L. Morse; *Vice-President*, Isaac E. Ditmars; *Treasurer*, H. P. Fowler; *Secretary*, A. G. Thomson; *Board of Directors*, Messrs. Dickson, Snook, Berg, Hull and Deuell; *Exhibition Committee*, Messrs. Mott (*Chairman*), Daus and Hewlett; *Current Work*, Messrs. Hough (*Chairman*), Porter and Dickson; *Membership*, Messrs. Snook (*Chairman*), Hewlett and Glover; *Professional Practice*, Messrs. Berg (*Chairman*), Ditmars and Quimby; *Social Intercourse*, Messrs. Fowler (*Chairman*), Hull and Griffith.

N. B. — The four Officers are Members *ex officio* of the Board and all Committees.

A. G. THOMSON, *Secretary.*

THE ILLUSTRATIONS

[*Contributors of drawings are requested to send also plans and a full and adequate description of the buildings, including a statement of cost.*]

OFFICE-BUILDING OF HIRAM WALKER & SONS, WALKERVILLE, ONTARIO, CAN. MESSRS. MASON & RICE, ARCHITECTS, DETROIT, MICH.

[Gelatine Print, issued with the International and Imperial Editions only.]

CATHEDRAL OF ST. PIERRE, LISIEUX, FRANCE.

THIS and the following plates illustrate the article elsewhere in this issue "An Architectural 'Summer School' Abroad."

OLD HOUSES IN LISIEUX, FRANCE.

HÔTEL DE LA BOURSE, FORMERLY HÔTEL DE VALOIS, CAEN, FRANCE.

[The following named illustrations may be found by reference to our advertising pages.]

THE OLD CHURCH OF ST. ETIENNE, CAEN, FRANCE.

ST. PIERRE, CAEN, FRANCE.

SKETCHES OF IRONWORK.

[Additional Illustrations in the International Edition.]

MAIN OFFICE OF HIRAM WALKER & SONS, WALKERVILLE, ONTARIO, CAN. MESSRS. MASON & RICE, ARCHITECTS, DETROIT, MICH.

[Gelatine Print.]

ROYAL RETIRING-ROOM: HER MAJESTY'S THEATRE, HAYMARKET, LONDON, ENG. CHARLES J. PHIPPS, ARCHITECT.

GRAND STAIRCASE: IMPERIAL INSTITUTE, SOUTH KENSINGTON, LONDON, ENG. MR. T. E. COLLCUTT, ARCHITECT.

HEATING STEEL BILLETS BY ELECTRICITY. — It is said that interesting experiments are being carried on by the Carnegie Steel Company at its Homestead Works in heating steel billets by electricity, says the *English Electrical Review*. Economy in fuel and a saving in time required to heat the billets are claimed. It is also asserted that the billets are heated from the centre to the outer surface, insuring equal heat throughout the mass. The steel thus treated is reported to be of better quality, from the fact that the exact temperature may be obtained without overheating. — *Scientific American Supplement.*

COMMUNICATIONS

[*The editors cannot pay attention to demands of correspondents who forget to give their names and addresses as guaranty of good faith; nor do they hold themselves responsible for opinions expressed by their correspondents.*]

TO WHOM IT MAY CONCERN.

Houston, Tex., October 23, 1897.

To the Editors of the American Architect: —

Dear Sirs,— I would be glad if you would announce in your columns that Henry C. Holland, formerly an architect here, is dead. I am prompted to write you by receipt to-day of a leaflet referring to your journal. Mr. Holland died very suddenly, I believe, March 14, 1895, and, being unmarried and considerably embarrassed financially, was about to be buried from an undertaker's shop. So I took him to my house and had burial services by the rector of my wife's church and gave him decent sepulture, he being a foreigner in a strange land. Since then I have been almost daily loaded with letters, circulars, etc., and such announcement as I ask will save trouble and postage to publishers, dealers, etc., and prevent annoyance to me. Very truly yours, Norman G. Kittrell.

THE OPERA-HOUSE ACCIDENT IN CINCINNATI.

Cincinnati, O., October 28, 1897.

To the Editors of the American Architect: —

Dear Sirs, — The disaster of October 15th, 1897, caused by the giving way of a wooden roof-truss over the auditorium of Robinson's Opera House in this city (which was erected about twenty-seven years ago from plans by Mr. McElfatrick, of Louisville, Ky.), was briefly described in your issue of October 23d, in which you quote an opinion (as to the probable cause of the disaster) given by me to a newspaper reporter shortly after the accident and after a few minutes' casual inspection of the wreck. At that time it appeared (from the position of the several parts of the broken truss) that it had given way at one of its connections near the centre, but further and closer inspection by several architects on the following morning disclosed the fact that the prime cause of the failure of this truss, which was 7′ high and 76′ 6″ between bearings, was due to the rotting away of one of its ends resting in the brick wall adjoining a leaky gutter. This rotten end was completely sheared off, the rotten portion remaining in the wall together with the anchor. The truss in falling carried with it two sections of the ceiling, including a dome about 15′ in diameter, and filling the auditorium with broken timbers, ceiling joists, lath and plaster, and caused the death of four people and the injury of thirty more.

The gap in the ceiling was 30′ by 76′ 6″. The roof did not fall, as the purlins and rafters were held up by the sheathing and tin, which, however, settled considerably after the truss fell.

Yours truly, Geo. W. Rapp.

NOTES AND CLIPPINGS

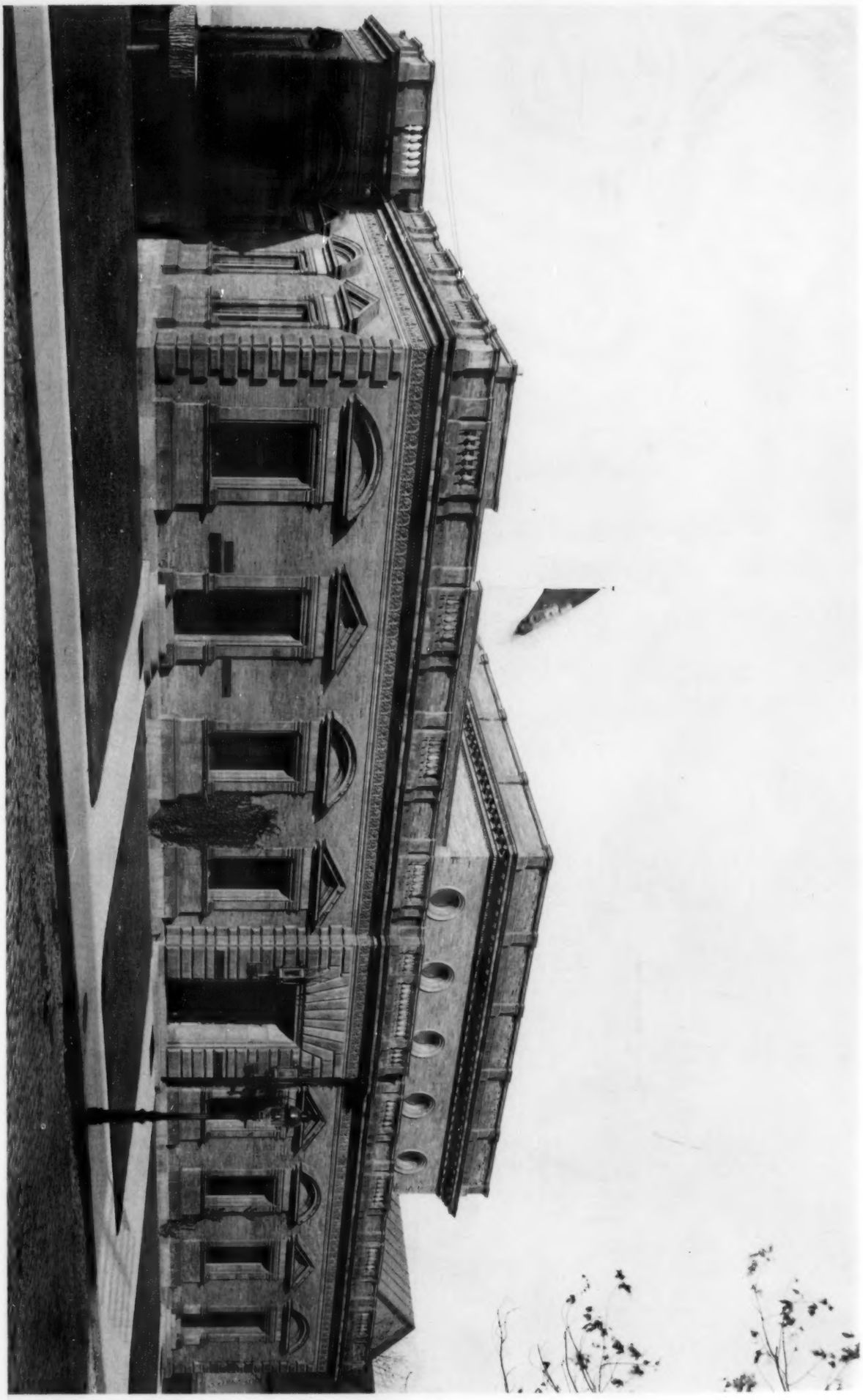
Painting by Compressed Air. — Painting by means of compressed air has obtained more headway in the United States than in this country, and the following information shows how the new style of decorating was applied to some buildings belonging to the Buckley & Douglas Lumber Company, which include a main building 475 feet long by 356 feet wide. The structures covered about five acres, and there was fully 1,000 "squares" or 100,000 square feet of surface to be covered with paint. Rough hemlock lumber was used in the sides of these buildings, and the problem was to cover this timber with some preservative compound as cheaply as possible. After a full consideration of various washes, a mixture of good raw linseed-oil and red oxide of iron was determined on. Bids were received from three local painters. One of these offered to furnish brushes and ladders and to apply the paint for 1*s.* 6*d.* per square; another offered to do it for 1*s.* 2*d.* if the Company provided all material, and the third made a lump bid of £60 for providing labor alone. Each of these bids was reasonable, but all of the painters deemed two coats necessary and thought the season too far advanced to undertake the work at the time. In this emergency Mr. J. J. Hubbell determined to use compressed air for the work. He made his own sprayer, at a cost of £2, and in addition provided 150 feet of 3-4-inch hose, an air-pump taken from a locomotive, and an air-reservoir, also taken from a locomotive. This latter had a capacity of 10 cubic feet and was placed near the large building and connected to the air-pump by 1-2-inch gas-pipe. Of the hose, 125 feet were to connect the nozzle with the air-reservoir, and 25 feet to connect the nozzle with the paint bucket, the latter being elevated to about the level of the nozzle. The paint came in barrels of 50 gallons each, and to each head of these barrels was screwed an iron flange with a short journal attached. The barrel was hung on these journals and revolved by a crank so as to thoroughly mix the paint, which was then drawn off two or three gallons at a time. In use the air-pressure ranged from 40 pounds to 50 pounds, and as the air passed through the nozzle it sprayed the paint in a fine cloud, looking like a jet of red vapor. The discharge was controlled by a valve in the base of the nozzle, and the operator soon became expert and could paint 8 feet or 10 feet above his head and the same distance below his feet. Two men were required, one to keep the paint bucket full and the other to handle the brush. There was little waste of paint, though every crevice was filled, and the rough surface was covered better than it could have been done by hand. One gallon of paint would cover about 150 square feet, and the two men would cover about 5,000 square feet, in one day. The windows were protected by a light, movable, canvas-covered frame. The cost of the oil paint thus applied did not exceed 5*d.* per 100 square feet, and the cost of painting the buildings, including all labor and a reasonable sum for the use of the air-pump, pipe, reservoir and brush, was less than 7 1-2*d.* per square of 100 square feet, or less than one-half the cost of painting by hand. — *Invention.*

Straightening a Church Spire. — A very skilful piece of work has just been executed by a firm of building contractors, Messrs. Hunter & Co., of Belfast, and the details of the feat performed by the firm, viz., straightening *en bloc* of a church spire in the County Cork, may be of interest. For some time past, says the *Irish Times*, it had been noticed that the spire of Trinity Church at Newmarket, County Cork, was considerably out of plumb, and latterly was leaning over to such an extent as to threaten to topple down on the body of the sacred edifice. Such a dangerous state of affairs could not be allowed to continue, and when Colonel and Lady Mary Aldworth returned from abroad they had steps taken immediately to have the matter remedied. This was no light undertaking, as to all appearance the work necessitated the complete taking down and rebuilding of the spire of the church. A skilful architect was engaged to inspect the church tower and spire, after which a contract was entered into with the well-known firm of Hunter & Co., Belfast, to promptly execute the work. Mr. Hunter and his staff of experienced steeple-jacks attended specially from Belfast and set about the work of taking down and rebuilding the spire, but to the surprise of all, they found that the spire could not be taken down except it was done *en masse*, as the stones of which it is built were hermetically bound to each other with a combination of molten lead and sand, which rendered it absolutely impossible to separate one stone from another, the whole spire being, as it were, one solid block. On further and closer inspection it was found that the entire building was erected in a similar manner, no other mortar or binding substances of any kind being used save the sand and molten lead — a very curious and interesting circumstance to note. This most firm and enduring (but at the same time most expensive) form of construction was, it appears, much in use in Ireland over a century ago. A huge iron shaft runs through the top portion of the spire, on which the stones were slipped like rings and irrevocably rivetted with lead and sand. Under this extraordinary circumstance the idea of taking down the tower had to be abandoned, as being quite impracticable if not utterly impossible; but the desired end has been attained in as satisfactory a manner by an ingenious and clever method adopted by the contractor and his staff. The spire has been brought back to its original true perpendicular position, and now tapers beautifully straight, standing out very handsomely, the joints being beautifully pointed with mastic cement. This difficult and tedious piece of workmanship — the straightening of this spire — has been accomplished in a most successful and satisfactory manner, and reflects much credit on Mr. Hunter and his efficient staff of workmen, and Colonel and Lady Mary Aldworth, as well as the clergy and laity of the parish, have been very well pleased with the excellent way in which the spire of Trinity Church has been dealt with and put again into its proper position.

A Tube Tunnel under the Spree. — A tunnel possessed of some interest from a technical point-of-view — more, perhaps, in connection with the condition of the soil — sand — through which it is being carried than as regards its actual construction — is at present being built under the River Spree, between Stralau and the Treptow Park, where the exhibition was held, and for which purpose it was originally intended. The tube tunnel has a length of about 1,510 feet, the breadth of the river being about 670 feet, the depth on that spot, 11 feet, and the bottom of the tunnel some 25 feet lower than the bottom of the river. The inside diameter of the tube is 13 feet, and the tube itself is circular. The tube consists of rings of about 2 feet breadth, made up of nine pieces; these are of pressed steel, and connected by means of bolts. The tunnel tube is surrounded by a layer of cement, the thickness of the steel plate and the protecting cement layer being respectively 10 and 80 millimetres. The permanent road inside the tunnel is also made of concrete. The shield, in which the workmen are, is a tube of somewhat larger dimensions than the tunnel itself, and it is pressed forward by hydraulic pressure, its front end being bevelled so as to be better able to cut its way through the soil. The front of the chamber, in which the men work in compressed air, has apertures, which can be closed air-tight, through which the soil can be worked and loosened. The working chamber is divided into two compartments; the men in the outer are employed in removing the soil, whilst the cementing is done in the second. The average progress is some 2 feet to 3 feet per day, although about twice the distance has been compassed when special pressure has been put on. So far everything in connection with the undertaking has worked satisfactorily. — *Engineering.*

Dance Music in Building Operations. — There is a moral in the following anecdote related by *Tit-Bits* which we commend to the attention of enterprising band-masters, organ-grinders and builders who are behind time on their contracts. This story is told of an eccentric Hastings parson: One day, on visiting the belfry, he found a whitewasher whistling a dance tune as he worked. The parson reproved him sharply for choosing such music for such a place. "Beg your pardon, sir," said the man, "but I forgot where I was," and then to show he was sorry he started whistling the "Old Hundredth." His hand, however, kept time with the music, and so the "Old Hundredth" made the whitewash brush go wonderfully slow. "Oh, get back to your dance tune," the old parson shouted, "or the job 'll never be done!"

S. J. Parkhill & Co., Printers, Boston, U. S. A.



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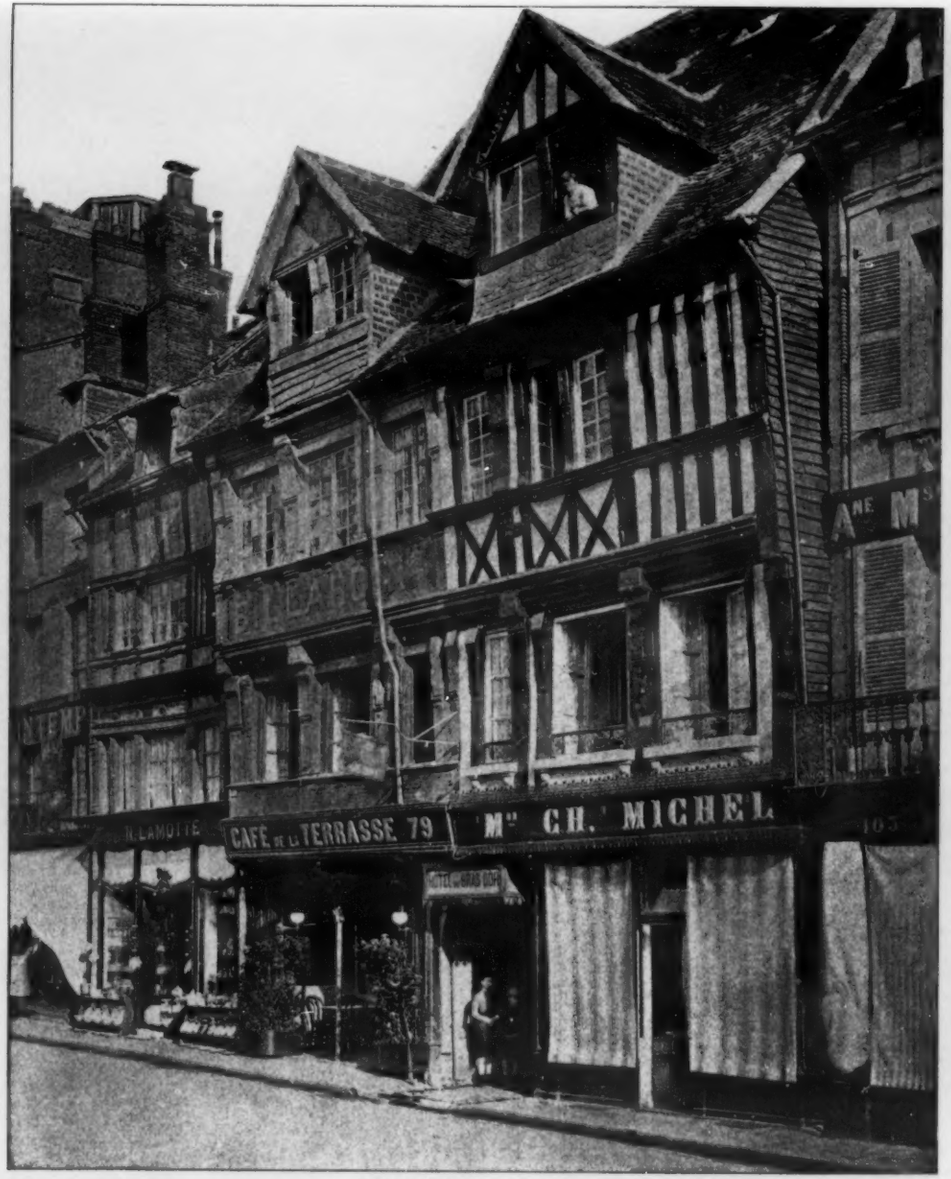
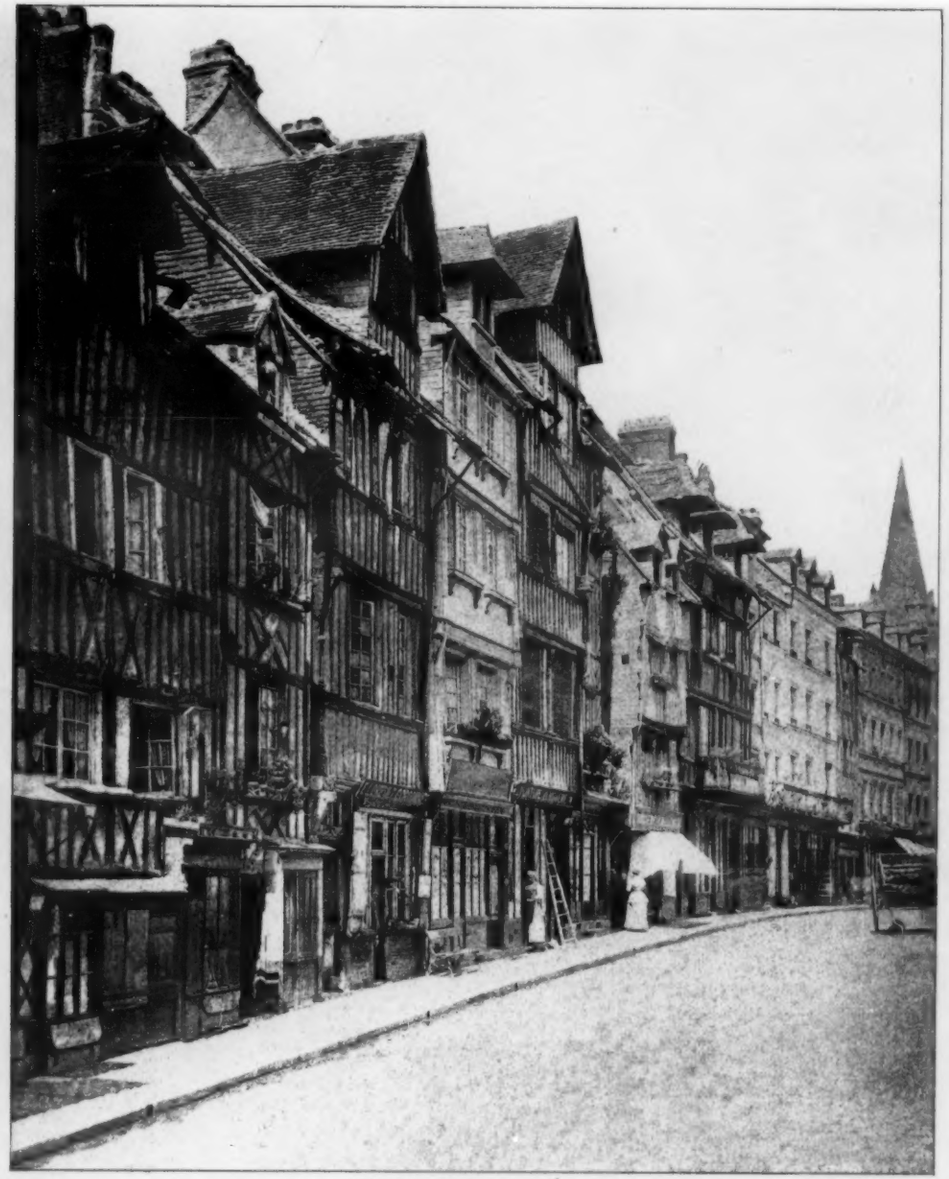
ASON & RICE, Architects.

HOUSE IN THE RUE DES BOUCHERIES.

HOUSES IN THE GRANDE-RUE.



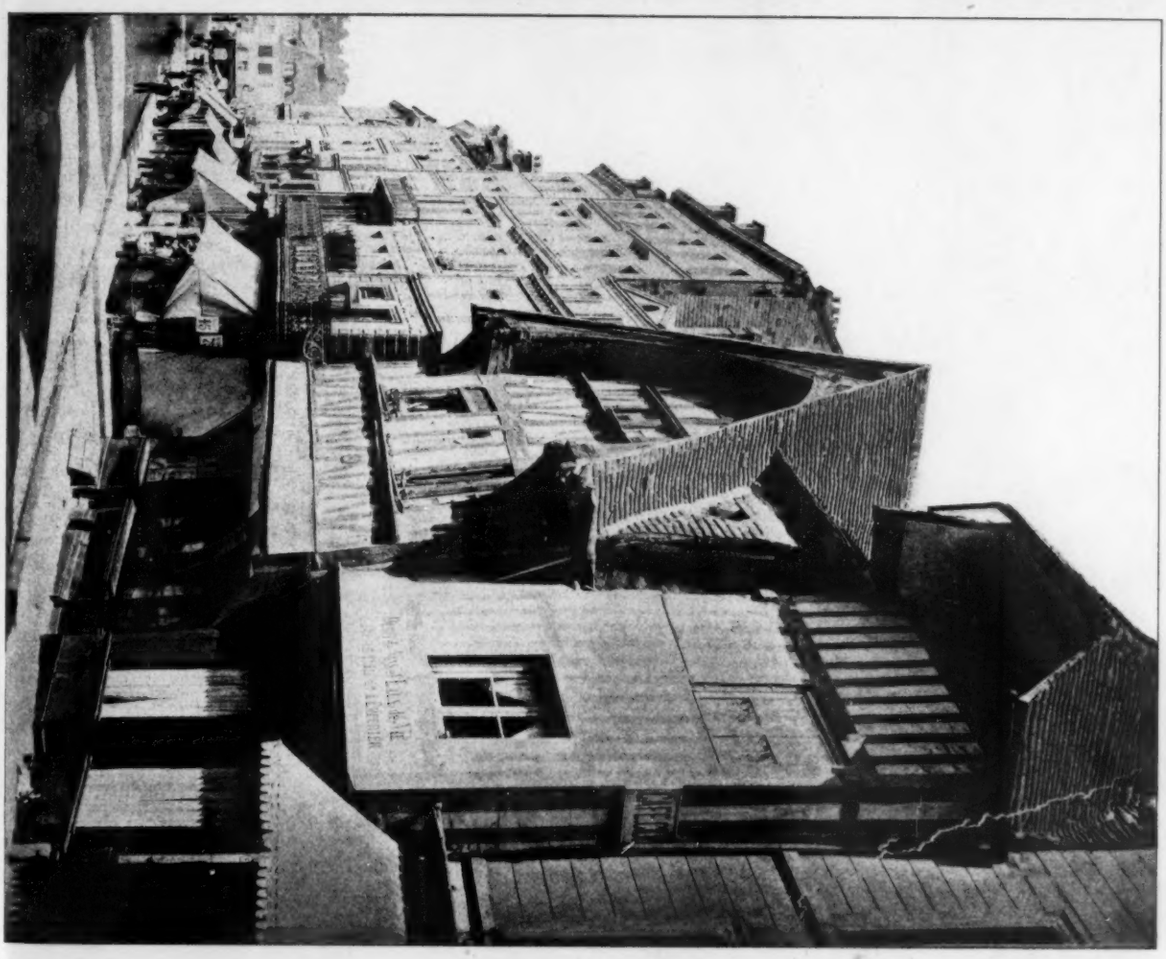
HOUSES IN THE GRANDE-RUE.



HOUSES IN THE RUE AUX FÉVRES.

LISIEUX, FRANCE.

HOUSE IN THE RUE DES BOUCHERIES.



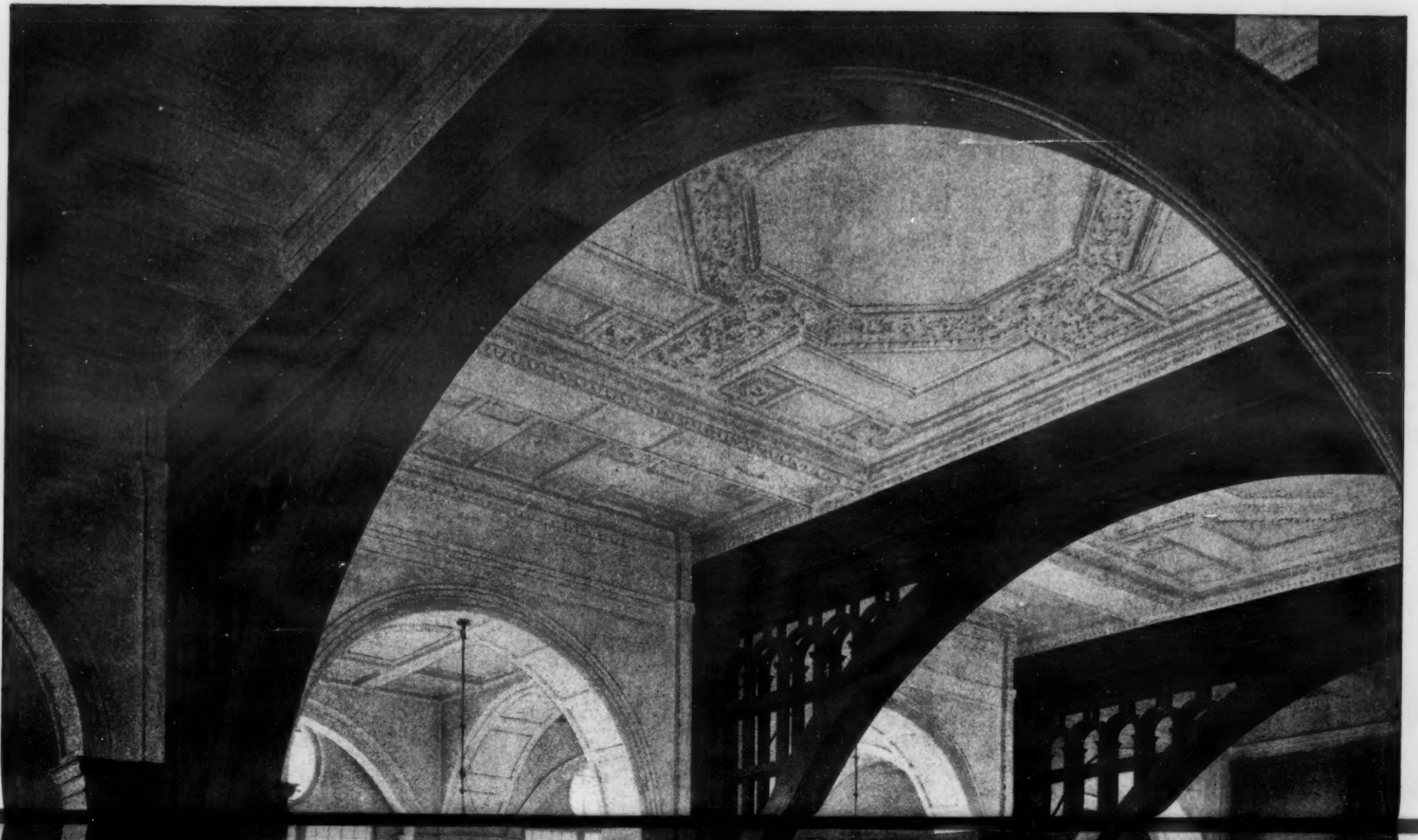
HOUSES IN THE GRANDE-RUE.

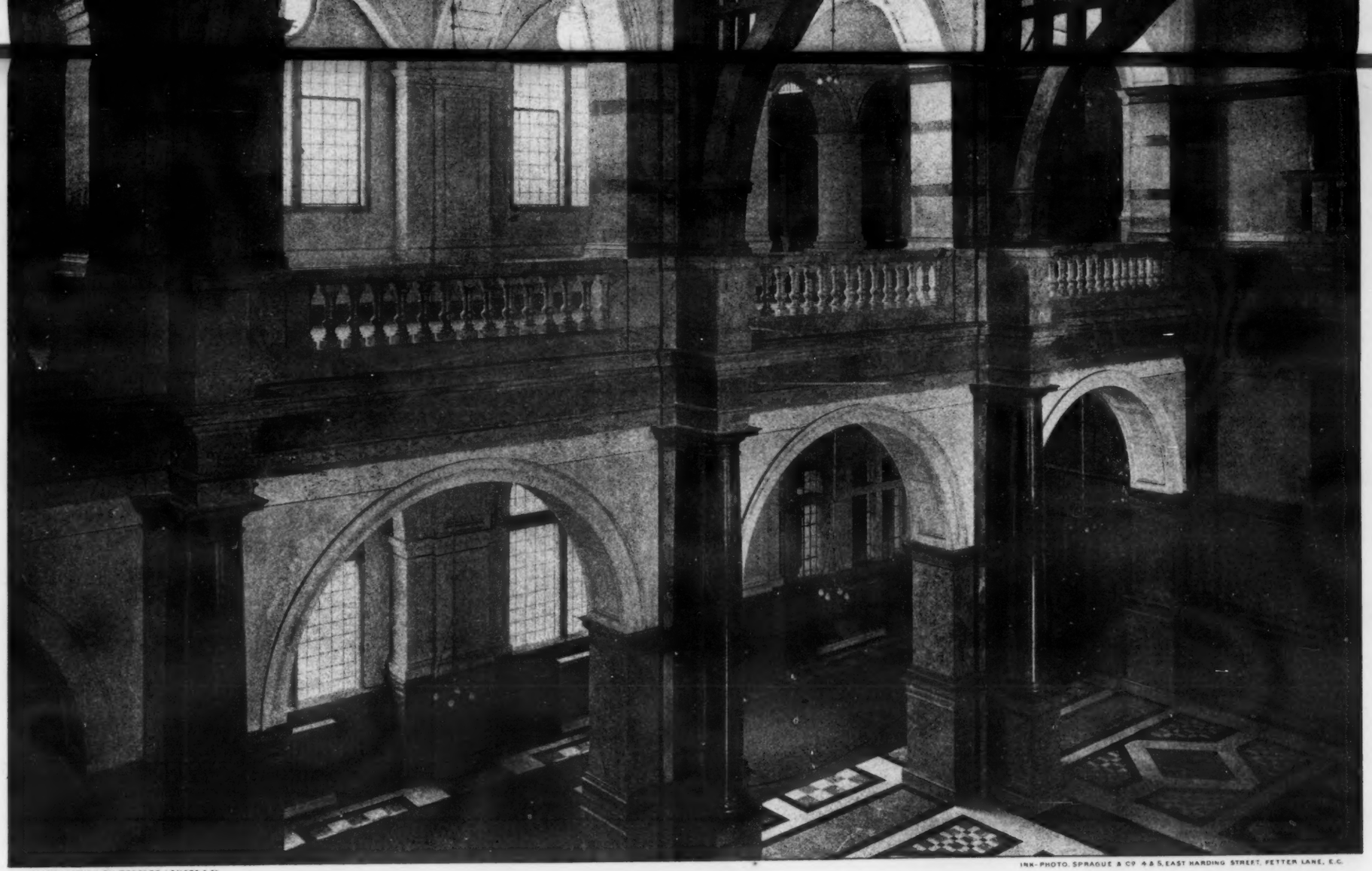
FROM A PHOTOGRAPH BY J. BULBECK & CO., 166 STRAND, W.C.

INK-PHOTO. SPRAGUE & Co 4 & 5, EAST HARDING STREET, FETTER LANE, E.C.

ROYAL RETIRING ROOM: HER MAJESTY'S THEATRE, HAYMARKET.

The Late CHARLES J. PHIPPS, F.S.A., Architect.





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GRAND STAIRCASE: IMPERIAL INSTITUTE.

T. E. COLLCUTT, Architect.

J·C HALDEN · 1897·

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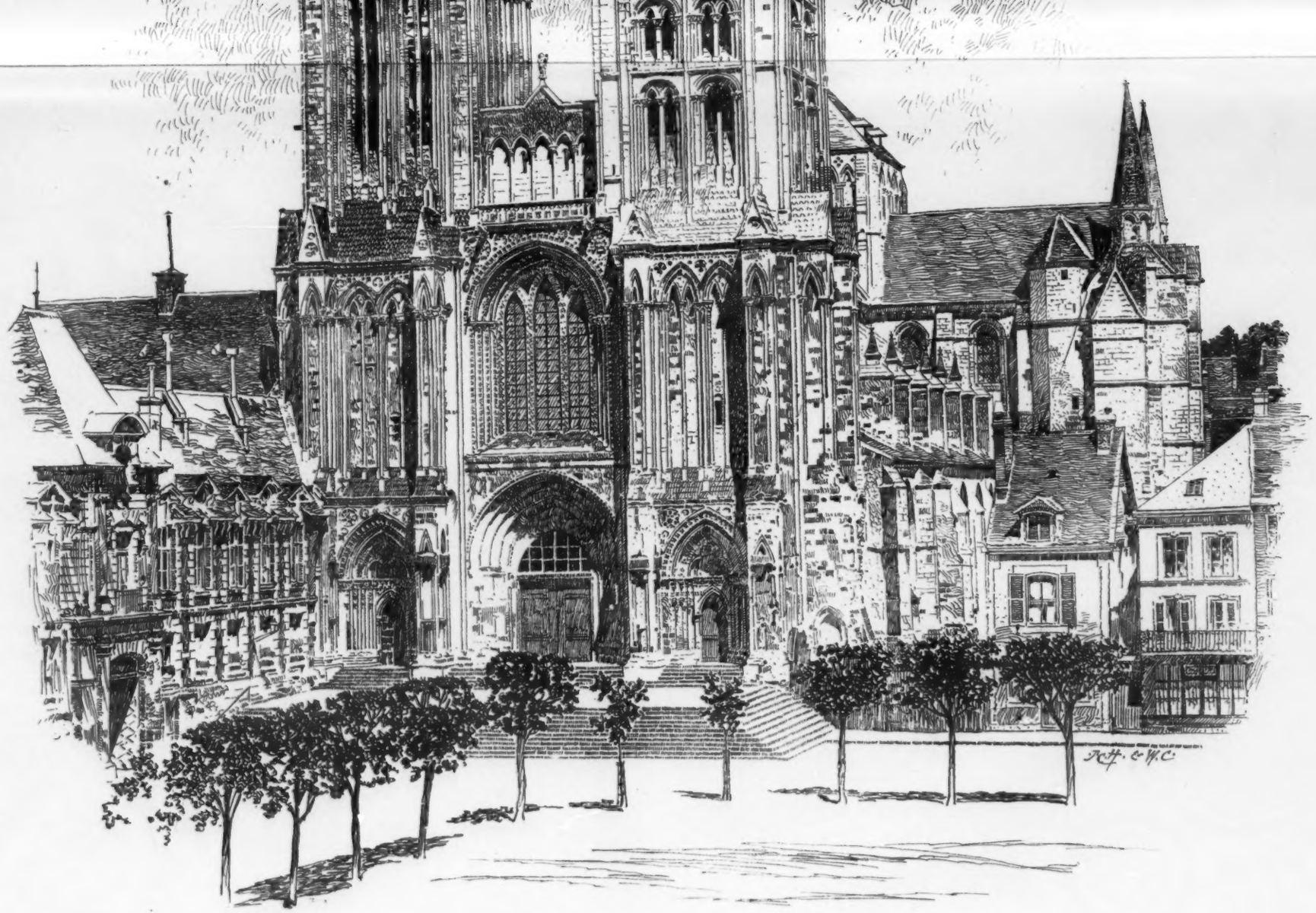

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