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HERE is trouble, as seems to be generally the case in competitions for statues, in connection with the Vance monument to be erected at Raleigh, North Carolina. The late Senator Vance, it appears, was so much a favorite with his fellow-citizens that, after he died, they collected twenty-five thousand dollars for the purpose of erecting a statue of him. Six New York sculptors were invited to submit models in competition, and accepted the invitation, understanding, as they say, that no one else was to compete. A few days ago, all of them received letters from the monument committee, informing them that, while their models had received favorable consideration, the commission had been awarded to Mr. Ellicott, of Washington. Whether Mr. Ellicott's design was better than the rest, or whether, as some of the New York sculptors think, his political influence counted in the award, we will not pretend to say; but the New York men, who entered what they supposed to be a limited competition, are indignant, and propose, as we are told, to write "stinging letters" to members of the North Carolina committee.

WHILE we sympathize sincerely with the disappointment and disgust of Messrs. Martiny, Hastings, Brewster, Kitson, Zolney and Moretti, it seems to us that they would do best to waste no more time on the North Carolina politicians, who, unless they are very different from other politicians, would care no more for the protests of sculptors than for the buzzing of flies, and write their "stinging letters" to each other, or best of all, to themselves. It seems as if the sculptors of this country might by this time have learned, without the aid of anything more "stinging" than the recollection of the almost unbroken succession of swindles, betrayals and treachery of all kinds from which they have suffered for the last forty years, that, unless they have a contract in black and white, signed by responsible parties, setting forth the exact terms and limitations of a competition, and promising the execution of his design, at a specified remuneration, to the competitor whose design is placed first by a jury of experts whose names are given, they are throwing away time and money in having anything to do with the contest, which is sure to be decided by favoritism, bribery or political influence. Why cannot sculptors understand that only they can make statues, and that people who want statues must employ them on their own terms, and would do so, if it were not for the mean professional jealousy of the sculptors themselves, who, in too many cases, use, to get work away from one another, the same disloyal and underhand methods which seem to them so objectionable when employed by laymen to get from sculptors generally work for which they do not intend to pay? We are strongly opposed to mutual admiration societies among artists, and as strongly in favor of fair competition as a means of developing artistic strength in the profession, and interest in artistic matters

among the public; but we shall never have fair artistic competitions until the artists themselves are fair to one another, and complaints of the treatment received from laymen should be accompanied, if not preceded, by inquiry into the perfect fairness of professional proceedings.

A CURIOUS matter has come up in the New York City government. Mr. J. R. Thomas, the architect of the new Hall of Records, intended the structure to be practically all of brick, stone and iron, providing marble mosaic floors, solid stone stairs, and other details of similar character. Of course, all this is expensive, and the Mayor, who is of an economical term of mind, in looking about to see where he could save some of the city's money, came across this project, and asked certain architects of his acquaintance to see whether the building could not be finished less expensively. These architects reported, properly enough, that money could be saved by making the stairs of iron, with marble treads, by putting down terrazzo floors, in place of the marble mosaic, and in certain other ways. When the matter came up before the Board of Estimate, Mr. Thomas was invited to be present, and protested earnestly, as an artist, against the substitution of iron and wood for marble in what, as he said, ought to be a peculiarly monumental building. His arguments, however, failed to move the Board, and his plans were referred back to him, with directions to change the interior so as to save not less than one million dollars in the cost of the interior finish.

EVERY one sympathizes with endeavors to improve the lot of poor children, and the letter of Mr. C. L. Brace, the Secretary of the New York Children's Aid Society, earnestly advocating the adoption of the ordinances in regard to the construction of tenement-houses prepared by the committee of the Charity Organization Society, will be read with interest. Mr. Brace says that one of the worst evils of the present tenement-house system is that the halls are dark, and their condition is, in consequence, often such that the experienced visitors of his Society do not dare to enter them. When, to the dangers and offenses of the dark halls are added the unwholesomeness of interior rooms and unventilated air-shafts, it is not wonderful that the children of the poor decay, morally and physically. Mr. Brace points out that any general improvement in present conditions must come from pressure exerted by legislation, for the reason that the very poor, even if their habits are such as to lead them to desire more healthful surroundings, are timid, and afraid of losing their places, or offending somebody, if they ask for better accommodations, or even for the enforcement of the existing regulations, while the children are even more helpless.

THE New York *Tribune* has become alarmed for the safety of London, which, as it says, has been so undermined with tunnels, subways, sewers and so on that "a goodly portion of the metropolis appears threatened with subsidence, and the gravest fears are entertained for Westminster Abbey, St. Paul's Cathedral and other historic State edifices." Elsewhere, the *Tribune* informs us that "there is almost as much life and traffic beneath the surface of the British metropolis as above it;" so that if the discount necessary to reconcile this statement with the truth should be applied to the description of the threatened "subsidence" of Westminster Abbey and St. Paul's, the residuum would certainly not be alarming. It is, however, a fact that subways are carried under buildings in London with a boldness which is rather startling to Americans, accustomed to seeing such work confined within the boundaries of the streets. All the Metropolitan railways pass to a large extent under private land, and the central underground road, now in process of construction, tunnels beneath a multitude of heavy buildings. It would be strange if such operations, carried on in a clay soil, did not result in some settlement of the foundations, either of the buildings over the excavation, or of those on the sides, which it is more difficult to protect than those directly above; and no one need be surprised to learn that there are many complaints of cracked walls.

A COMPETITION of a kind not wholly novel elsewhere is to be held in Washington. The Government has decided to build a "memorial bridge" across the Potomac, and is about to invite, we are told, four prominent engineers to

submit designs for it. All the competitors will be paid for their sketches, the amount varying from nine hundred to twelve hundred dollars, according to the relative merit of their designs, as determined by the jury. If the structure were simply a railroad bridge one could understand the limitation of the competition to engineers, but an engineer's idea of a "memorial" is something with which the artistic world is, as yet, unacquainted. In all probability, the four engineers invited to compete will retain architects for consultation in regard to the artistic features of the bridge, and in that way the structure may be made interesting, and even beautiful. That something beautiful is needed in the Potomac quarter of Washington, to counteract the ugliness of the Washington Monument, all tourists will acknowledge. We once spent some time in Washington, before the completion of the Monument, and imagined until almost the last moment that it was the standpipe of the waterworks, and a very bald-looking standpipe at that. Now that it has a top of regular figure, its appearance is not so objectionable, but, in admiring the atmospheric effects which often give it a certain charm, one cannot help regretting that it could not have added to this accidental beauty something of real attractiveness in the way of design. Even as it is, with the addition of the colonnaded base which Mills planned for it, the Monument would be stately and refined, but the omission of the colonnade, a characteristic piece of the insensibility to artistic quality which prevailed in America fifty years ago, leaves the structure staggering, so to speak, to keep its balance on its exiguous base, in a way which is painful to behold.

THE Third Avenue Railroad Company is about to construct in New York, on the Hudson River front, an enormous power-house, probably the largest in the world, from which all the current for its street-car lines in New York and Westchester County will be furnished. The building is three hundred and twenty feet long, two hundred and fifty feet wide, and two stories high. The whole area will be covered with a sheet of concrete, seven feet thick, under which will be a large number of piles, driven to a deep stratum of sand. Power is to be generated by sixteen engines, each rated at four thousand horse-power under the most economical conditions, but capable of developing six thousand horse-power under extra pressure. Each engine is supplied with steam from two batteries of boilers, which are fed, stoked and cleared of ashes by mechanical means. Each engine has a main shaft thirty-nine inches in diameter, and a generator is placed over each engine, between the cylinders. The current from the generators is at eleven hundred volts pressure, and is converted into the working current of five hundred volts at the branch stations, of which there are to be five south of Harlem River, and four north of it. The original current will be alternating, so that besides reducing the voltage, the branch stations have to change the current from alternating to direct, which is done by rotary converters. It is hardly necessary to say that the best practicable methods of economizing labor and fuel are provided for. Four short chimneys are to be used, instead of one high one, on the theory that a very lofty chimney tends to draw off unconsumed gases, while the disadvantage of draught of a low chimney can easily be counterbalanced by mechanical means. The heat from various portions of the machinery, even from the shafts of the engines, is saved by circulating the feed water around them. To save labor in handling fuel, the coal delivered from barges on the river is raised directly into the bins of the mechanical stokers, and fed automatically into the furnaces, while the ashes, shaken out also by mechanical means, are delivered into barges and taken away.

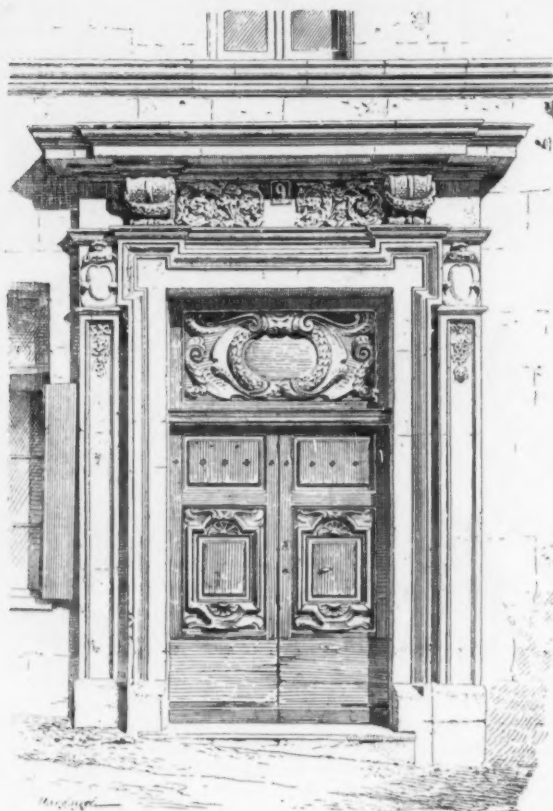
LE GÉNIE CIVIL contains an interesting notice of the death of M. Louis Auguste Barré, a very distinguished French engineer. Like so many other Frenchmen who have risen to distinction, M. Barré belonged to a poor family, and, like a true Frenchman, he was not at all ashamed of the fact. His father was a workingman, and he was himself, in his younger days, a journeyman brush-maker. He was ambitious, and worked and studied hard, and laid up enough money and knowledge to take the course at the École Centrale, from which he graduated, at the age of twenty-four, with a diploma as an engineer. He soon found a place with the Eastern Railway Company, and afterward in the great Hainaut Coal Company, but he carried on his studies in connection with his practical work, and six years after his graduation from the École Centrale, he was recalled to it, to take the chair of mathematics,

which he occupied for many years. His duties as Professor did not interfere with his study of theoretical engineering, and he was one of the best-known writers on the Continent on professional topics. While still a young railway engineer, three years after his graduation, he published the theorem, now taught in all engineering schools under the name of Barré's Theorem, for calculating the most unfavorable situation of a system of loads rolling over a beam resting on two supports; and he performed a most useful work in drawing up many tables for the rapid calculation of beams, columns and other structural members. Among us, it would be hard for a man who had been a factory operative until his twentieth year to free himself so far from the associations of an early life amid poverty and ignorance as to become an acceptable instructor in a great professional school, but Barré seems to have possessed, even more than most Frenchmen, the tact and absence of self-consciousness which give a person ease under all circumstances, and he was not only a popular professor, but was for several years President of what we should call the Alumni Association of the School.

THE prediction, which was made in these columns some months ago, that the enormous difference in intrinsic value between the standard silver dollar and an equal weight of silver bullion would lead to the private manufacture of silver dollars which would be indistinguishable by any test from the official coin, yet would afford the makers a profit of more than one hundred per cent on their cost, has been abundantly verified. Already, a private factory for making silver dollars has been discovered in Pennsylvania, and its stock of goods seized, and there is every reason to suppose that similar ones exist elsewhere. In India, where the silver rupee is officially current at about ten per cent above its bullion value, it is said, on good authority, that there are hundreds of little private mints, and here, where the profit of the business is more than ten times as great, and where coining presses can be bought in any large town, it is difficult to believe that it is not extensively carried on. Large quantities of United States dollars are known to be brought from Mexico, probably from unofficial mints, and it is not impossible that the mysterious rise which has taken place in the price of silver bullion within a year, may be due, at least in part, to the increased demand from private manufacturers of dollars and other silver coins, both domestic and foreign. According to the newspapers, Congress is to be asked at its next session to increase the size and weight of the standard silver dollar, so that there will be less profit in making it by private enterprise; but, if the poor Hindoos find ten per cent profit a temptation to unauthorized coinage, the bullion value of the standard silver would have to be more than doubled before the private coiners, who already have their machinery and dies, could be discouraged into abandoning their operations; while, as a necessary consequence of the changing of the weight of the dollar would be the calling in of the old coins, in exchange for new coins or bills, a fine opportunity would be afforded the illicit manufacturers for making fortunes at a stroke, by piling up a quantity of dollars to sell to a customer of unlimited wealth and capacity.

SOME years ago, a certain carpenter was in a saloon in Boston, and overheard two men talking earnestly at a table near him. They, discussing, as he gathered, the propriety of ordering a strike against one of the large contractors of the city. Of the two speakers, one did not favor the strike. "The men are contented and well-paid," he said. "What is the use of ordering them out?" The other, however, looked at the matter from a different point. "Don't you see," he said, "that if we do not do something to keep things moving, we shall lose our job?" The involuntary listener learned afterwards, if he did not know it at the time, that his neighbors were distinguished "champions of labor," and that their "job" consisted in their salaried positions as guardians of the interests of workmen. Apparently, the views of the last speaker prevailed, for, a day or two later, the strike was ordered, and resulted in the defeat of the unions, notwithstanding the noble heroism of the leaders. It is hardly necessary to say that this is not the first incident of the kind in the history of labor struggles, and persons experienced in the ways of trades-unions, particularly in the building trades, are very apt, on hearing of "grievances," and labor agitations generally, to ask themselves what is most likely to be the private advantage, personal or political, which the leaders have in mind.

NEW RESEARCHES ON THE PANTHEON, SO-CALLED, OF AGRIPPA.

Door, Rue St. Etienne, Avignon, France. From *La Construction Moderne*.

SO, the Pantheon at Rome is not the Pantheon of Agrippa, but is the Pantheon of Hadrian! But why might it not be the Pantheon of Agrippa? For a few years the architectural and archaeological world has believed that the Pantheon, which no one had ever dreamed of ascribing to Hadrian, is actually due to that emperor, who lived between the years 78 and 138 of our era. The history of this monument has been made over from bottom to top. Let us see what we do know; we shall know afterwards what more it will be necessary to know and the new arguments against the late researches.

The Pantheon, which has been regarded as the chef-d'œuvre of Roman architecture, was built, according to old opinion, by Agrippa, in the third year of his consulate, that is to say, in the year 726 of Rome. On the frieze of the portico we see the imprints of the bronze letters of an inscription which says: "M. AGRIPPA. L. F. COS. TERTIUM. FECIT." Dion, the celebrated historian, affirms that the Pantheon was finished in 728, and the architectonic differences between the rotunda and the portico indicate a difference of age. As a matter of fact, the Pantheon was consecrated to the "Julian gens," and dedicated, at its foundation, to the tutelary divinities of this "gens," that is to say, to Mars and Venus. The vicissitudes of the monument are sufficiently well known: it burned, with the baths, during the conflagration which took place in the time of Titus, in the year 80, and almost immediately was restored by Domitian; in the year 110, under Trajan, it was ruined by a thunder-bolt, and under Hadrian it was restored, together with the baths, the Septa and the Basilica of Neptune. Afterwards it was repaired under Antoninus, and in 202 Septimius Severus and Caracalla restored the Pantheon "*vetustate corruptum*," as is indicated in the inscription. Then it was closed, perhaps under Honorius, and devoted to civil service until the time of Boniface IV (608-615), who consecrated it to the Christian faith, under the style and title "Santa Maria ad Martyres"; so this monument, dedicated to all the divinities, was transformed into a church dedicated to all the martyrs, while now the Pantheon is a church and a pantheon of art. In addition to the tomb of Raphael, with the celebrated distich of Bembo, it has received the mortal remains of Baldassare Peruzzi, Giovanni da Udine, Pierin del Vaga, Taddeo Zucari, Annibale Caracci and, last, it has received the tomb of King Victor Emmanuel. But after all this series of vicissitudes which I have mentioned, the Pantheon has at length reached our own day in a condition of perfect preservation; yet it is almost certain that if Boniface IV had not consecrated it to the Christian faith it would have served as a quarry for the monuments of Rome during the Middle Ages and the Renaissance. So it has always attracted the attention of architects and archaeologists, and there does not exist any Roman monument which has caused so much agitation in the field of our studies as this same Pantheon. The chronological question concerning the circular edifice and the portico; the question of the "laconicum," built at the same time with the Pantheon; the question

of the caryatides of the Athenian Diogenes²—these are amongst the problems which have been propounded several times and never resolved in a definitive fashion. One question only in the past never agitated the investigating spirit of students: the paternity of Agrippa, supported by the inscription which you know.

It is not necessary to go farther back than 1885 for the first suggestion of the exclusion, not wholly complete, however, of the conqueror at the battle of Actium. In the year named, Professor Dressel discovered, during his investigation of the walls of the Pantheon, certain bricks marked with the stamp of the time of Hadrian, and, according to his researches, the circular edifice of the Pantheon could not date farther back than the first century of the empire, but really belonged to the age of Hadrian. Professor Dressel's studies excited the attention of students, and, in the following year, an architect, M. H. Dell, made examinations of the monument, and his researches resulted in the same conclusion: the entire circular building of the Pantheon, according to M. Dell, was a reconstruction of the time of Hadrian. This investigation took place in 1890, and in 1891 the French architect, George Chedanne, a pensionnaire of the Academy of France, at Rome, created great interest with his studies and drawings, which demonstrated—before the Court of Appeals, as it were—the truth first expressed by Professor Dressel and afterwards by M. Dell.

M. Chedanne had the opportunity and the conveniences for making his investigations on a larger scale than his predecessors, having obtained the fullest support of the Italian Government, who even, with the greatest impartiality, assigned certain Italian artists to assist the studies of M. Chedanne. And since I have named Chedanne, I ought, also, to mention the late Pier Olinto Armanini, an Italian pensionnaire, one of my old pupils, to whom was entrusted the drawings and reliefs of the monument, by the aid of which the architect Beltrami lately (1898) prepared the report for the Ministry, declaring the results now known. The agreement at last appeared complete, but it is complete only in appearance, for within these last few weeks the voice of a studious architect, of acknowledged authority, has been raised against Hadrian and in favor of Agrippa. And so it is that the question of the Pantheon is undecided, and will pique the curiosity of the readers of your journal. These will probably ask this question, while setting aside for the moment the problem of the circular building: Is it possible that the portico with the inscription "M. AGRIPPA . . . FECIT" is not a part of a building of Agrippa's? It is true that the reconstruction by Hadrian could not be limited to the circular structure; so the portico might be of the time of Agrippa, and might be the ancient portico of a temple. And, on the other hand, the portico might be a reconstruction. The discovery of older work beneath the actual portico gave rise to the belief that the building was really the Temple of Agrippa. This discovery relates to a very small piece of construction whose extent has the depth of the present portico and the width of about two diameters more on each side than the portico itself. Beyond this subterranean construction stretches the circular building. But the question of the portico is unsolved, all the same, that portico, I mean, which we see to-day, which might belong to an age later than Hadrian's, and might be connected with the grand works which were executed under Septimius Severus and Caracalla. The difficulty, so far as concerns the name of Agrippa as part of the inscription, as more than once pointed out, must be resolved as may be. The Roman emperors raised no obstacle to the preserving of the name of the founder of a monument to which they had made additions and restorations. We may mention Augustus, who rebuilt eighty-two temples without having inscribed on them his own name, but only that of their founders. His example might have had an imitator in Hadrian, who did not see fit ever to inscribe his own name on the monuments which he rebuilt, save in the case of the Arch of Trajan. So the present portico of the Pantheon might have been rebuilt with the fragments of an old portico of Agrippa, and that might give the explanation as regards the presence of the name.

But now let us come to the arguments against the new opinion. The architect who contradicts MM. Dressel, Dell, Chedanne, Beltrami and all those who have agreed with them, is one of those curious students who, with the utmost modesty, from time to time bring forward ideas contrary to accepted beliefs which often are of the utmost value. This is Signor Nardini Despotti Mospignotti—the name is an exceptionally long one. Our contradictor has published a pamphlet which has just appeared, and begins by asking whether it is possible that the historian Dion, who explained the reasons for which the building was built in circular form, and pointed out the restoration executed under Hadrian—whether it is possible that he should not have spoken a single word if the reconstruction had been made *ab imis fundamentis*? And worse still, he always speaks of the monument in his time as if it had always been a monument of Agrippa. Could he still continue to style the Pantheon of Agrippa, and not the Pantheon of Hadrian, that which was so different from the original Pantheon? Not merely Dion, but all the later historians speak of the monument as of Agrippa. This proves that the people both before and after Hadrian had seen, and continued to see, in the Pantheon a monument of Agrippa's, and this could not have happened if in its time, under its eyes, the Pantheon of Agrippa had been destroyed and on its ruins a new monument had been constructed, radically different in dimensions, configuration, style and technical construction. Moreover, our contradictor shows that the very name of Pantheon is an argument in favor of his bold but ingenious thesis;

for we ought to discover the origin of the name in the form of the monument and not its destination. This is a false habit—that of believing that the word "pantheon" signifies a temple devoted to all the gods. It is natural that the contradicator bears with great weight on the matter of the little subterranean temple, and he speaks of it as follows: "Its area occupies only about the fourth part of that occupied by the Pantheon itself, and it is not supposable that an edifice so celebrated as this was by the old writers, and named as amongst the most famous in Rome, could have had such diminutive dimensions, especially from the point-of-view of the general Roman architectonic scale." And as for the matter of the stamps of the time of Hadrian upon the bricks, he replies that they do not form obstacles to the old belief, fortified by the testimony of several writers, that Hadrian restored the monument.

Thus, the contradicator does not admit that the investigations that have been carried out by the architects and archaeologists that we have mentioned are definitive. According to him, the question concerns certain attempts which do not substantially modify the ancient history and do not give indisputable authoritativeness to the new discoveries. He does not deny, however, the grave import of these stamps; but, according to him, the question whether the present monument, as we see it, was built under Agrippa or under Hadrian has not yet been settled. And since he is not lacking in imagination, as well as being markedly *doctrinaire*, our contradicator asks whether the circular edifice of Agrippa might not have had in the first place a wooden roof. This hypothesis would explain all the vicissitudes of the monument. The present Pantheon does not present any obstacle to the hypothesis of an original wooden roof. Moreover, the walls might have been intended, taking into account their robustness, for a masonry-dome, and yet at the time of its execution the first intention might have been abandoned. The present condition of the matter does not authorize the contradicator in affirming that the present dome is that of Agrippa, but if further researches should demonstrate that it is not, then it might be sought whether the present dome was preceded by a similar dome, or by one having a different covering. In this case, the masonry-dome might be due to the time of Hadrian, or not, for the answer to this part of the question must be given by the monument. And it might even happen after new studies that it should be found that Hadrian had rebuilt the roof in wood, and that the masonry-dome was work of the time of Septimius Severus and Caracalla. To this supposition the Hadrian stamps, according to our contradicator, would not be contradictory, and this might explain the great resemblance of the circular edifice of the Pantheon to the calidarium of the Baths of Caracalla.

I cannot follow word for word the argument of our contradicator, and so give you simply an abstract of his ideas, which should make an impression on your readers who have kept themselves *au courant* with such matters.

First, then, the circular edifice and its portico are certainly of the time of Agrippa. Second, the portico itself was built in the time of Agrippa, but later than the circular building. Third, it is supposable that the present dome is as old as the original monument, yet if later studies should result in proving that the dome belongs to a later age, in this case it would be necessary to study whether the circular edifice of Agrippa could, by chance, have had a wooden roof, and in case this should be settled in the affirmative it would be necessary to decide whether the present dome belonged to the time of Septimius Severus rather than to that of Hadrian. ALFREDO MELANI.

THE REVIVAL OF TRADESMEN'S SIGNS.¹—II.



Fig. 2. Brewer's Sign, Antwerp, Belgium: XVII Century.

As a practical worker in iron, it may naturally be expected that I should show more partiality for the iron brackets which supported the signs than for any other part of the structure. This is in truth the case. When and where iron was first used for the purpose I do not know, and therefore shall not pretend to say, but probably the use dates well back into the Middle Ages. Illustrations of iron sign-brackets occur in the design-books of the seventeenth and eighteenth centuries. That such a renowned architect and designer as Jacques Androuet Du Cerceau should have thought it worth while to devote a page of illustrations in his celebrated treatise on architecture to them, proves that so far back as the sixteenth century iron sign-brackets were esteemed as vehicles for artistic treatment. The

designs are in the taste of the day, simple and slightly inclining to the geometric, charmingly evolved by a refined ornamentist, but not by a practical ironworker. The illustrations were published in 1570 (see Figs. 6-9). The author lived in a house with the sign of the hoop, and the surname, Du Cerceau, "of the Hoop," which afterwards became so famous, seems originally to have been a nickname,



Fig. 3. Design by Tijou, 1693.

due to this circumstance. The introduction of the human figure implies that smithing of the highest order was available, and probably that of France in the Renaissance has never been surpassed. Next in point of date is the leaf from the treatise of a practical mechanic—Mathurin Jousse (see Figure 5), who dates from La Flèche, and wrote in 1625. This is the earliest treatise on smithing extant. The designs are crude and not particularly well drawn. It must be remembered that the French in the second half of the seventeenth century, far from encouraging extensive signs in their streets, restricted them by law to very modest dimensions. Probably, for this reason, none of the great designers in France, who published such sumptuously-illustrated books on ironwork, have cared to give any illustrations of sign-brackets. It was otherwise in England, however, at this time, as we have seen, for magnificence in the matter of signs was the order of the day. Nothing more elaborate can well be imagined than the three designs for sign-brackets comprised in Tijou's book, published towards the close of the seventeenth century (see Figure 3). Tijou, it is known to most of you, was the designer and contractor for the ironwork at Hampton Court Palace, St. Paul's Cathedral, Chatsworth, and other places. Any smith present will, however, at once perceive that these designs could never have actually been carried out, or even drawn, by a practical man. They go far to prove, I may incidentally remark, that Tijou was not himself a craftsman or expert, but merely a designer, whose designs, moreover, required a very great deal of alteration at the hands of experts before they could have been handed out for execution by the

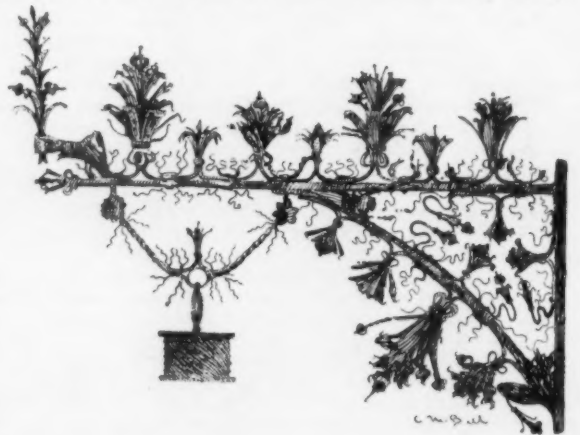


Fig. 4. XVI-Century Sign, Bruges, Belgium.

smith. The old tradition that Huntington Shaw, of Nottingham, really executed the work may not be far wrong. His charming book of designs, published in 1693, has been reprinted by Messrs. Batsford. This by the way. Unfortunately, illustrations of English sign-brackets previous to the enactment of 1765, which condemned them to destruction, are extremely rare. Though Hogarth incidentally

¹ A paper by Mr. J. Starkie Gardner, read before the Society of Arts and published in the *Journal* of the Society. Continued from No. 1229, page 23.

depicts a great many signs, only one is at all an elaborate piece of ironwork.

Of actually existing iron sign-brackets, there are none in England, speaking according to my limited knowledge, older than the Chippendale or Adams' periods—few, indeed, being more than a century old. To find older examples we must pass over to the Continent. The most ancient that I have met with is the remarkable

ing artist's sketch-book. They are certainly pleasing adjuncts to the village ale-house and serve their purpose admirably.

It may be debatable whether hanging signs should be permitted in our London streets or not. If well-designed and not too numerous, they add a certain picturesqueness—especially in certain situations. So long as they cause no practical inconvenience or danger to the public it would seem supererogatory to prevent money being



Fig. 5. Design by Mathurin Jousse: 1625.

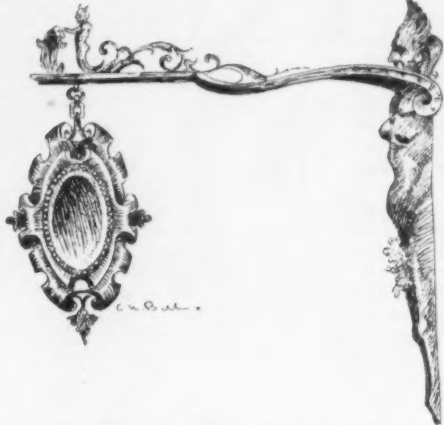


Fig. 6. Design by Androuet du Cerceau.

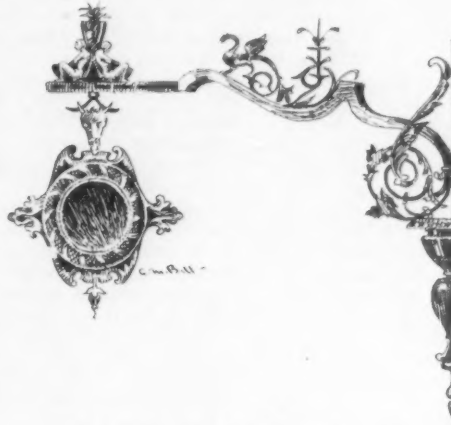


Fig. 7. Design by Androuet du Cerceau: 1570.

bracket in the Marché du Vendredi, at Bruges, from which still depends the model of a currycomb (see Figure 4). Judging from the contemporary font-crane, which it greatly resembles in its details, it must date from about 1500. There are a few others in the Low countries, preserved in museums, of almost equally early date—all, both sign and bracket, being solely of iron. In Germany a few of late Renaissance date may still exist, like the fine specimen illustrated, and now in the South Kensington Museum; but as in the Belgian, the vast majority are of the style of Louis XV., known as the Rococo. None appear to have been designed for hanging pictures, but only to include signs made of beaten iron or copper. Those designed to receive a huge representation of a key, the sign of the locksmith in Germany, are the most elaborate, serving to illustrate practically the skill of the craftsman seeking

custom as well as to decorate his abode. In France few sign-brackets seem to have survived the Revolution, and in Italy and Spain there are practically none. No signs exist in England which can in any way compare with the series of illustrations of those in the Brussels and other museums abroad. We are a law-abiding people, and allowed a clean sweep to be made of all our signs in the last century—scarcely an example remains dating farther back than 1762. With the sweeping law of that date all continuity and traditions of design were broken and never revived. The few that now exist are unlike the older ones, merely rudely embellished stays and supports to hold a board with the name of the house painted on it. They are frankly utilitarian. Now and then we chance upon a more pretentious example, elaborated

spent in the decoration of our not-over-beautiful thoroughfares, and to abrogate a privilege and custom that has, on and off, existed for several centuries. The omnipotent London County Council not having as yet definitely decreed that no more signs shall be erected in London, I am enabled to add a few modern examples to my series of pictures both of other people's and my own productions. The place of honor in this series must, I think, be accorded to the sign at the bottom of St. James Street, designed by Mr. De Wilde, once, I am pleased to think, on my own staff. It hangs high, but is very effective and well proportioned, and not inharmonious with the Norman Shaw building on which it is placed. An additional merit is that it is a pioneer, having been the first important sign put up in London during her present Majesty's reign.

Another very striking sign is to be seen at Heath's, the hatter's, in Oxford Street, made by Messrs. Strode, from, I believe, the architect's design. Its merit is slightly lessened, in my eyes at all events, from the fact that it appears to some extent to have been inspired by the example just seen. Of signs made for public-houses, those for the Rising Sun, in Tottenham Court Road, and the Shades in Charing-Cross are by my own firm, to the order of Messrs. Treadwell and Martin. Being my own offspring the less said about these the better. The most original and daring sign yet erected is undoubtedly that for the same architects, by my friend Mr. Shirley. It is quite alone and very quaint. The only fear I have about it is that if many signs with so great a projection were erected in our streets, the privilege of putting up any at all might soon be abrogated.

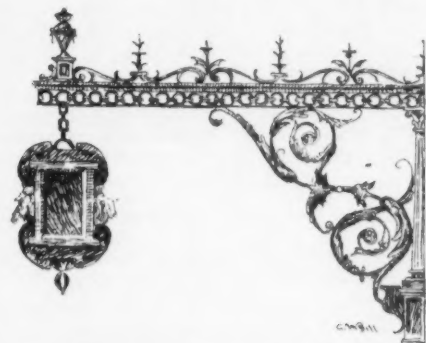


Fig. 8. Design by Androuet du Cerceau.

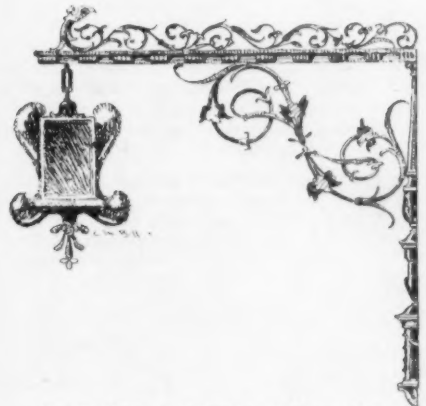
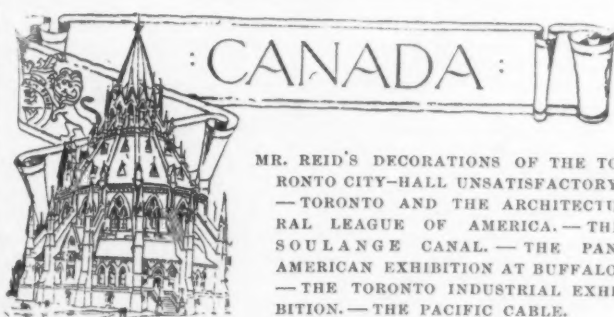


Fig. 9. Design by Androuet du Cerceau: 1570.

rated by some local talent, but they are uniformly of flimsy workmanship and destitute of any principles of design. One of the best examples is that of Mere, Wilts. There are others at the Bull, Bruton; the George, Thame; the Black Swan, Frome. They are all rather timidly executed in the earlier part of the century. Though so simple and late in date, village signs are often found in the travel-



MR. REID'S DECORATIONS OF THE TORONTO CITY-HALL UNSATISFACTORY.—TORONTO AND THE ARCHITECTURAL LEAGUE OF AMERICA.—THE SOULANGE CANAL.—THE PAN-AMERICAN EXHIBITION AT BUFFALO.—THE TORONTO INDUSTRIAL EXHIBITION.—THE PACIFIC CABLE.

A CONSIDERABLE amount of adverse criticism has followed upon the unveiling of the mural decoration given to the city of Toronto by the artist, Mr. G. A. Reid, mentioned in my last letter, and the value of the Toronto Guild of Civic Art has been seriously questioned. The work certainly is tame and disappointing. Mr. Reid is a very conscientious worker, very true to life and very careful in the details of his creations, and perhaps it is this very truthfulness that spoils his work. He is fond of illustrating very mundane subjects, two of his best-known pictures being, respectively, "The Mortgaging of the Homestead," and the "Foreclosure of the Mortgage." The subject is sad enough, no doubt, to please the most morbid, but his "true to life" principle hinders him from the introduction of any poetry or even "artistic treatment," which would not detract from the truth, but would make it more impressive. His pictures have the tameness of the photograph, his figures look as if posed for the purpose, and his coloring gives no relief. His winged female figures at the City-hall, with their immense feathery wings, are terribly solid-looking girls, heavily draped and without a particle

of angelic or ethereal beauty. His "pioneer" panels are altogether too photographic, and it is to be feared that the Art Guild is not going to be of much use, as it would seem to be afraid to speak the truth in the face of a generous donor. Such a proceeding would be, no doubt, very unpalatable, but if the Guild cannot advise the city as it proposed to do, its existence is a mistake.

An historical exhibition has been held in Toronto in which was collected a great quantity of old bric-à-brac connected with Canada's history. Among the whole were a few very interesting articles, military relics and manuscripts, Indian curiosities, medals and furniture. It was open for a week and fairly patronized, but possibly from a want of age in the articles, or a want of novelty, the exhibition did not arouse that amount of interest that the efforts of the promoters would have warranted. Great credit is due to those who got it up. Some fine collections of private individuals were lent for the occasion, and one is only sorry that they were not all the property of the nation, so that there would be no need to separate them when the hour for closing came.

The Toronto Architectural Club now in existence (it is probably No. 101 of the students' architectural clubs started there) has had an opportunity of which it ought to take great advantage to its own very great benefit. A meeting of the Architectural Clubs in the United States was held at Cleveland, O., early in June, and to it the Toronto Club sent Mr. J. P. Hynes as a delegate. In this manner the Club came in contact with similar organizations of a more naturally permanent nature than the Toronto clubs have heretofore proved themselves to possess. A league of clubs was formed which in consequence of the presence of the delegate from Toronto was called the "National Architectural League," although the name at first proposed was "The Architectural League of America." To an outsider the later name seems more appropriate. The word "National" seems to imply that the League is of the United States only, whereas that appears to have been the very object of the change of name. It is, however, supposed that the Americans who wished to change from the title "League of America" did not know that Canada was a part of the American Continent, and in their true patriotism could only see "U. S." in this western northern hemisphere. But as Canada does happen to occupy a little corner of the same block of land as the great "U. S.," we don't want it to be thought that the League is only of American nationality because Toronto is included in its membership, — and that alone ought to give the League a high tone.

The completion of the Soulange Canal forges the last link in the chain of canals which forms the deep-water highway from Chicago to the ocean. The construction of the various canals and the deepening of the River St. Lawrence has occupied many years, but at last the work is finished, and as soon as this last canal is opened, boats drawing up to 14 feet of water can pass freely from the Great Lakes to the ocean and back again. The International Deep-waterways Association, whose president is Mr. O. A. Howland, of Toronto, proposes to make a tour of the route in the near future, for the purpose of inaugurating the complete system. It is expected that a revolution will be effected as a result of these canals. Lake vessels will reach the ocean if they do not cross it, which it is likely, the larger ones will do. The various ports along the route, especially those at the termini of the canals, will no doubt become important places. I understand that some places in the States look upon this completion of the chain with some misgivings, as likely to divert their carrying trade, for the new route will not only occupy less time for transportation but will materially reduce the rates. Four Chicago men are officers of the Association — Captain Dunham, Treasurer; O. A. Thorpe, State President; and George O. Stone a member of the Executive. To Mr. Cooley, the engineer, belongs the satisfaction of thus putting a finishing touch to the great highway.

A considerable amount of interest is being taken in Canada over the coming Pan-American Exhibition at Buffalo. Mr. Herbert P. Bissell, who is president, I believe, of the Exhibition Association, entertained at his summer residence at Niagara-on-the-Lake a very large number of Canadians, representative men of all degrees, from cabinet ministers to manufacturers, and endeavored to interest them in the scheme. The next move has been the appointment of a committee by Commissioner General Webber and the Committee on State and Foreign Relations, whose special work it will be to take charge of exhibition work in Canada. A club is to be formed in Buffalo of all Canadians residing there and it may be fairly augured that Canada will be well represented at the Exhibition. Canada's exhibit will be an "eye opener" to many. The Exhibition gives Canada an opportunity she should make the most of, and it is believed she will not be slow in taking advantage of it. The enormous undeveloped possibilities of the Dominion, to which the eyes of the world are being directed through recent discoveries of mineral deposits in all parts, are not fully realized, nor can they be until they are put before the public in such a manner as the Pan-American Exhibition admits. Canada's exhibit should be a magnificent one, and there is no reason why it should not. Jealousy between the two countries is dying out and the Buffalo Exhibition will foster friendly feelings, so that nothing will be placed in the way to hinder a fair judgment on the merits of the Dominion.

The Industrial Exhibition held annually at Toronto, which has always proved a great success, will be likely to attract a larger number of Americans than usual this year. Several novelties will be introduced which must prove interesting to investors. A complete

plant of gold-mining operations is to be set up, whereby the whole process will be shown. The automobile car will be largely in evidence, electrical appliances showing the latest developments of the science will be exhibited and explained, and, in fact, it may be said that the Exhibition of this year, which so many people wrongfully consider the last year of the century, will sum up the progress of science, so far at any rate as it relates to the Dominion and show that what it has attained is not far behind the most advanced countries of the world. The Exhibition Company received a severe blow in the destruction by fire of their Machinery Hall in the last week of June. However, it will be rebuilt at once and in a substantial manner and no efforts will be spared to have it completed in time for the opening, about the first week of September.

The Imperial Government of the British Empire has at last overcome all its conscientious scruples and its many impediments with regard to the long-talked-of Pacific Cable. It has decided that it must be in the fullest way an Imperial work. The last obstacle, which it was feared would prove a troublesome one, has been cleared away. The Eastern Extension Company years ago received permission from the Imperial Government to lay its cable and receive subsidies. As yet the company has not fulfilled its intentions, which, had they been carried out, would no doubt have been a source of great revenue for itself, but would have blocked the present plan of a wholly British connection between England, Canada and Australia. The Eastern Extension Company's cable would not have been entirely British property; it simply meant the construction of such cables as would connect other existing cables and so complete the circuit of the world. Now, however, the ground has been knocked from under their feet by an announcement of the Government that Imperial interests must over-ride the interests of private companies. The Mother Country will now have a direct link of electric communication with her daughters.

EMPLOYERS' LIABILITY.

THE Council of the Royal Institute of British Architects having, on the recommendation of the Practice Committee, submitted, through the solicitors to the Institute, a series of questions to counsel for opinion thereon, the following letter has been received from Messrs. Markby, Stewart & Co.: —

57 COLEMAN STREET, E. C.: April 10, 1899.

Dear Sir, — The enclosed document contains the Questions arising under the Workmen's Compensation Act [1897] which were submitted to Counsel (Mr. J. Walton, Q. C., and Mr. Walter Clode) on behalf of the Institute, and the Replies of Counsel thereto.

We shall be glad to know if there is any point which in the opinion of the Practice Committee requires any further elucidation.

In explanation of the answer to Question 7 we may say that Mr. Clode informs us verbally that he and Mr. Walton consider that the Court will determine for itself in the case of each particular building from what point the 30 feet are to be measured. When the point has been determined, then, if any part of the building in question is 30 feet above that point, the Act will apply. Yours faithfully,
W. J. Locke, Esq. MARKBY, STEWART & CO.

The Questions submitted to Counsel, and the Replies thereto, are as follow: —

1. Are the Employers of Architects liable under the Act for injury happening to Architects in the course of their employment?

We are of opinion that the proviso contained in Section 1 (2) (a) of the Workmen's Compensation Act, 1897, appears to limit an employer's liability for compensation to cases in which a workman is employed for wages, and thereby to exclude architects, who are seldom, if ever, so employed.

2. Are Architects "Undertakers," and liable under the Act for injury happening to their Assistants and pupils during and because of their employment? Are these two latter included under the definition of "Workman"? If so, does the liability extend to their journeys to and from the office in ordinary course, or only to journeys from the office to works or other places to which they may be sent during business hours and on the Architect's business?

We are of opinion that architects, whether in the employment of a building owner or a contractor who undertakes construction, repair, or demolition, are not themselves undertakers as defined by the Act, and consequently are not liable under the Act for injuries arising to their assistants or pupils during and because of their employment.

3. Is the Architect liable for accidents to those in his employ caused by —

(a) Defective scaffold boards, short ladders, or other improper materials or plant used on a building by the builder who is carrying out the work?

(b) A fall between naked joists through a "trap" on a scaffold, overbalancing, or fall through giddiness, or a fall through a well-hole or skylight or other open space?

N. B. — A "trap" is a loose scaffold-board with overhanging end which will tip if that end be stepped on.

(c) Defective roofs, stairs, floors, etc., in old buildings which are being surveyed or measured, or falls on these through over-reaching or insecure foothold?

We are of opinion that architects, not being undertakers as defined by the Act, are not in any case liable under the Act, and therefore not under the particular circumstances mentioned in paragraphs (a), (b), and (c) of this question.

4. The Clerk of Works is the Architect's representative on the Works. He is generally selected by the Architect, but paid by the latter's employer. Who is responsible under the Act for injury happening to the Clerk of Works?

We are of opinion that a Clerk of the Works in the employment of an undertaker as defined by the Act would be entitled to the benefit of the Act; but a Clerk of the Works employed and paid under the circumstances mentioned in this question, and described as generally prevailing, would not be in the employment of an undertaker as defined by the Act.

5. Is a measuring surveyor a "Workman" under the Act, and if so, in the event of an accident happening to him during the making of his measurements on a building, against whom could he recover damages under each of the following heads?

(a) If employed and paid directly by the Employer.

(b) If employed by the Architect but paid by the employer (see note below).

(c) If employed and paid by the builder solely.

N. B. — The measuring or quantity surveyor is almost always paid by the employer through the builder, his fees being included in the contract and builder's account.

(a) We are of opinion that a measuring surveyor employed and paid directly by the building owner (employer), who is not himself undertaking construction, repair, or demolition, is not in the employment of an undertaker, and therefore not in any employment to which the Act relates.

(b) That a measuring surveyor employed by the Architect, but paid by the building owner (employer), who is not himself undertaking construction, repair, or demolition, is not in the employment of an undertaker, and therefore not in any employment to which the Act relates.

(c) That a measuring surveyor who is employed and paid by a builder or by a building owner who is himself undertaking construction, repair, or demolition is in the service of an undertaker, and therefore in an employment to which the Act relates; but, inasmuch as he appears to be remunerated by fees and not by wages, he appears, in accordance with our answer to the first question, not to be a "workman" within the Act.

6. Is the Employer liable under the Act for compensation to Workmen employed by the builder should the builder or "undertaker" become bankrupt or otherwise unable to pay any sums due under the Act?

We are of opinion that a building owner (employer) is not liable for compensation to workmen employed by the builder with whom he has contracted to undertake construction, repair, or demolition, should such builder become bankrupt or otherwise unable to pay any sums due under the Act.

7. From what point is the height of 30 feet specified in Section 7 of the Act to be measured — Ground level, Basement, or Cellar level? or in the case of a much sloping site, at the top or bottom of the slope, or at the point where the accident happened? In a building of varying heights at what part is the 30 feet to be measured?

We are of opinion that no one rule can be laid down with reference to the datum from which the measurement of the 30 feet specified in Section 7 of the Act must in the case of all buildings, whether underground or overground, or partly one and partly the other, be made, but we are inclined to think that if any part of a building, measured from the appropriate datum, is 30 feet in height the Act will apply.



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

HOUSE OF ADOLPH LEWISOHN, ESQ., NEW YORK, N. Y. MESSRS. BRUNNER & TRYON, ARCHITECTS, NEW YORK, N. Y.

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

HOUSE FOR WM. GARLAND, ESQ., LOS ANGELES, CAL. MESSRS. MORGAN & WALLIS, ARCHITECTS, LOS ANGELES, CAL.

THIS is the private residence of the President of the Gila Valley, Globe & Northern R. R. Co. of Arizona. The building is constructed of a combination of buff colored brick and Arizona brownstone, a pinkish-brown sandstone; the basement, veranda columns and balustrades, etc., being stone; the roof is of Spanish tile; finials, crestings, gutters, etc., are of copper.

HOUSE OF CHARLES H. COSTER, ESQ., TUXEDO PARK, N. Y. MR. WILLIAM A. BATES, ARCHITECT, NEW YORK, N. Y.

CENTRAL PORTION OF THE PORTICO OF THE CUSTOM-HOUSE, NEW YORK, N. Y. ISAIAH ROGERS, ARCHITECT.

LIBRARY, ESSEX, CONN. MR. J. W. NORTHROP, ARCHITECT, BRIDGEPORT, CONN.

FIRE-STATION FOR THE CITY OF EVERETT, MASS. MR. W. H. TAYLOR, ARCHITECT, BOSTON, MASS.

NO. 304 COMMONWEALTH AVE., BOSTON, MASS. MR. J. T. KELLEY, ARCHITECT, BOSTON, MASS.

DOORWAY OF THE SAME.

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

PULPIT, ST. ALPHERGE, GREENWICH, ENG. T. NORMAN DINWIDDY, ARCHITECT.

This plate is copied from *The Builder*.

[Additional Illustrations in the International Edition.]

THE CUSTOM-HOUSE, WALL ST., NEW YORK, N. Y. ISAIAH ROGERS, ARCHITECT.

[Gelatine Print.]

ALTHOUGH this building has just been purchased by the City Bank, as part and parcel of the operations needful in securing a new Custom-house for the city, and so, perhaps, has a good chance of being preserved practically intact, it seemed well to secure, at this time, these views of a structure which, ever since its erection in 1836-42, has commanded the respect of architects.

VIEW IN THE ROTUNDA OF THE SAME BUILDING.

[Gelatine Print.]

REAR VIEW: SHIPLAKE COURT, HENLEY-ON-THAMES, ENG. MESSRS. ERNEST GEORGE & PETO, ARCHITECTS.

FRITWELL MANOR, OXFORDSHIRE, ENG.



[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.]

THE CAHOKIA MOUND.

5327 MADISON AVENUE, CHICAGO, July 11, 1899.

TO THE EDITORS OF THE AMERICAN ARCHITECT: —

Dear Sirs, — I have noticed the article on the Cahokia Mound in your issue for July 8, 1899, and write to say that it is not "the opinion of all the scientific explorers" that these structures could not have been the work of any of the Indian tribes inhabiting the continent at the time of the discovery, though it is held by many that the builders of these and other pyramidal mounds were quite different from the wild hunter Indians who roamed over the country and lived in wigwams, as some of them do now.

As to the theory that the pyramid was composed of dirt which was "transported in boats from the bluffs several miles away" — it might be well to consider that there are some sixty mounds in a space of two miles, every one of which is large enough to hold on its summit the house and outhouses, barns, and in some cases the kitchen gardens of the farmer owning it, and high enough to be out of the way of the highest flood which was ever known to cover the bottom lands, Cahokia Mound being over 90 feet high and covering a space of over 12 acres in extent.

Furthermore, I believe there is positive evidence that the stones of which Stonehenge in England was constructed were not transported from a "quarry in Africa." The "altar stone" in the centre of the circle, on which the shadow of "Friar's Heel" was supposed to fall at sunrise at the summer solstice, was indeed different in material from the other stones, but it was of the same material with other rocks found in Great Britain, though at a distance. Mr. Ramey, the owner of Cahokia Mound, was an estimable gentleman given to hospitality and worthy of honor for preserving intact one of the most interesting of "America's prehistoric monuments." He built his brick house by the side of the great mound and it stands there

to-day, with its two-story piazzas and balconies, looking like a bird cottage in comparison, though it is as large and capacious as any old Kentucky house which it resembles.

Respectfully yours,

STEPHEN D. PEET,
Editor American Antiquarium.

NOTES AND CLIPPINGS

WINCHESTER CATHEDRAL ALTAR SCREEN.—The restoration of the altar screen at Winchester Cathedral is a work that has long engaged the attention of the Cathedral authorities. It was seriously taken in hand in 1885, when J. D. Sedding undertook the treatment of the central portion. In 1888 the rest was completed, with the exception of the central figure, the space for which has been vacant until quite recently. In 1895 Mr. G. F. Bodley, A. R. A., and Mr. C. E. Kempe were consulted, and by their advice a "Crucifixion" was adopted as the fitting subject, and under Mr. Bodley's direction a model was prepared and approved, the actual work being executed by Messrs. Farmer and Brindley. Upon the recommendation of Mr. Bodley, the large picture by West which hung over the altar has been removed, and in the central space which it covered has been placed a group of "The Holy Family," and in the niches on either side are figures of six female saints. The restoration has been carried out at the expense of Canon Valpy as a memorial to his late wife. — *Providence Journal*.

PROPOSAL TO DRAIN DISMAL SWAMP.—The Dismal Swamp has been bought by the Camp Manufacturing Company, large local lumber manufacturers, and very interesting legal questions have been raised by the purchase. In the centre of the Dismal Swamp, made famous by Thomas Moore, the poet, who visited it, is Lake Drummond. This lake is a portion of the Dismal Swamp canal, an inside waterway from Norfolk to the North Carolina sounds, by which vessels may avoid the dangers of rounding Cape Hatteras. The canal has recently been deepened and widened at a cost of about a million of dollars. The lumbermen who bought the swamp propose to drain it in order to secure the timber in it. Should they drain it they will leave the canal high and dry, 18 feet above the tidewater. The swamp, of which the lumbermen bought 143,000 acres, lies half in Virginia and half in North Carolina, and their legal right to drain it will probably be contested in two States. The belief obtains here that the purchasers of the swamp have acquired the great canal, or are at least in a position to force the canal company to accede to any demands made. Great interest was aroused here when the fact of the purchase became known. — *Boston Transcript*.

DALOU'S "TRIOMPHE DE LA REPUBLIQUE."—For some time past little has been said about the great work by M. Dalou, the sculptor, and which is to be erected in the Place du Trône, a position which is too remote from the centre of Paris for so important an example of the sculptor's art. It may be remembered that the "Triomphe de la République" represents a car with a figure of France and symbolic attendants. A plaster cast of the groups was set up for one of the national fêtes, and excited general admiration. In the interval the casting of the different pieces has been in progress, and it has been arranged that the memorial will be fixed and inaugurated by September 22, which by the Convention was decreed to be the opening day of the first year of the Republic. Several of the pieces have been sent from the founders to the Place du Trône. The question now arises, Will the connections be carried out before the public? To conceal the operations would need the erection of a large and unusually expensive temporary structure. It has yet to be settled whether the Municipal Council will agree to expend the sum required. Students of art would be likely to gain if the whole process was exhibited to them. — *The Architect*.

A CHEAP JACK IN ST. PAUL'S CATHEDRAL.—"About noon the other day I dropped into St. Paul's," writes a correspondent of the *Westminster Gazette* "and seated myself just under the dome. I had not been many minutes there when a seedy-looking middle-aged man approached and seated himself on a chair beside me. He remarked that it was a fine day. I agreed, and he followed up the opening by asking—would I buy a watch? Unstrapping a small bag he had with him, the watches were disclosed to view—cheap American articles, for which he wanted 7s. 6d. each. In these pushful days of commerce, seemingly, even in St. Paul's Cathedral no shelter can be found from the attacks of the man with something to sell." It is interesting in view of this statement to recall that old St. Paul's before the fire was the resort of chapmen, hucksters and pedlars of every description who plied their trades without rebuke.

THE SALE OF THE "CHIGI BOTTICELLI."—I have been able to obtain some fresh details concerning the sale and exportation of the Botticelli picture from Italy. The picture, as I previously said, belonged to Prince Chigi, who, being in need of money, decided to sell it to the highest bidder. The picture itself is small, and belongs to the cycle of the "Vergine delle Rose" now in the Louvre. It represents a Madonna and Child to which an angel is offering grapes and ears of ripe corn. The picture is painted in Botticelli's best style, with all the curious grace which characterizes his work. Prince Chigi let it be known that he intended to sell the picture by auction, and the agents of some of the most famous buyers of pictures assembled here. The agent of Baron Rothschild was among the number. The Ministry of Public Instruction warned Prince Chigi that he could not sell by auction a picture which came under the Pacca edict, and that he must before

selling it inform the Government of the identity of the buyer. Prince Chigi replied that he would sell the picture without an auction, and would give all the possible information concerning the purchaser. He then invited all the buyers to his house, and told them that he valued the picture at £7,000, and that he would sell it for the highest offer. The highest offer, in fact, was one of £12,600, and the picture was sold at that price. Prince Chigi, of course, declares that no public auction took place, but that there was merely a competition among the buyers to see who would offer most. The buyer, with all respect for the law, at once sent a visiting card to the Ministry of Public Instruction. At least a visiting-card was sent—whether that of the real buyer or not is immaterial. With the visiting-card was sent a declaration that the purchaser was possessor of the "Chigi Botticelli," and was ready to submit to the Italian laws. The officials of the Ministry of Public Instruction, with true bureaucratic precision, informed the purchaser that his visiting-card could not be received, and that his declaration must be made on stamped paper of a certain size and form. The buyer complied with these conditions, and sent in a new declaration properly drawn up. Meanwhile the picture was travelling toward the frontier, probably in the bottom of a big trunk, and when the Italian officials went to inspect the picture they found that the visiting-card was false, that the name written on the stamped paper of proper size and form was also false, and that the address was misleading. The wily buyer has not been heard of since, and all that is left is the declaration of Signor Baccelli, Minister of Public Instruction, that energetic measures will be taken. — *Rome Correspondence of the London Times*.

COMPRESSED-AIR USED FOR THE PREVENTION OF SMOKE IN TUNNELS.—Professor Mosso talked interestedly on his latest work in Italy, that of clearing the railway tunnels of smoke and bad air. "Genoa, in Italy," he said, "is the finest harbor of the country, and a great deal of shipping is done to and from Southern Germany, Austria, and points in Italy by rail. There is a long tunnel not far from Genoa, through which about 200 trains a day pass. These necessarily leave an immense amount of smoke in the tunnel, and as the air is bad, the coal does not burn well, filling the tunnel with poisonous gases. I was asked what could be done to prevent this. We tried two methods. First, we experimented with compressed air, having large cylinders of steel filled with air at the pressure of 50 atmospheres. The cylinders were about five feet long and two feet broad, made to resist the enormous pressure. These we placed in the tender of the locomotives, and in passing through the tunnel allowed the air to escape. This pure air blew back the smoke and cooled and purified the atmosphere. The second method was with compressed pure oxygen. This was allowed to escape from the cylinders into the fires of the engines, causing a complete combustion of the coal, and preventing the formation of dangerous gases, as well as making the air purer by the addition of oxygen. They will use the compressed-air method, as it is cheaper and almost as good as the oxygen. You have in this country some tunnels, but not so many trains pass through them in a day. Genoa is becoming the greatest seaport on the Mediterranean, surpassing Marseilles in France. All the exports from South Germany, Austria, and North Italy go to Genoa. The day I finished that work I left for America. It was my last labor in Italy before leaving, and was a great experiment." — *Worcester (Mass.) Spy*.

CHICAGO TO USE HER DRAINAGE CANAL FOR POWER PURPOSES.—Not content with getting rid of her sewage by means of the great drainage canal that Chicago has been constructing for several years, that city is now planning to utilize the current for power purposes, and to develop electricity for lighting and other uses, as soon as the canal goes into service a year or so hence. At the western extremity of the canal, where the stream discharges into the Desplaines River, a dam is now being built. At this point a head of 16 feet will be secured. Two routes have been under consideration. One, known as the western, would have involved a cost of \$622,000 for right-of-way and construction. The other, called the central route, was shorter, less expensive, and likely to yield more power. This has been adopted, and it is estimated that the enterprise will cost only \$265,000. It is hoped that about 15,000 or 16,000 horse-power will be realized with the maximum flow, at present, and at some future time as much as 26,000 will be available. Joliet, perhaps, will share with Chicago the use of the current to be developed. — *N. Y. Tribune*.

THE EARLIEST LATIN INSCRIPTION.—The inscription in archaic Latin discovered in the Roman Forum on a column close to the tomb of Romulus has frequently been the subject of scientific discussions at the Accademia dei Lincei, which in Italy corresponds to the Institute of France in Paris. Senator Gamarrini gave an address recently showing that the inscription is the same as that on the celebrated vase of Formellus, and that the archaic Roman writing was imported not from Cumæ, but from Cære, a place of vast antiquity. The early Roman civilization as well as religious rites must therefore have been brought from Cære. The column found in the Forum has therefore modified the opinion of archaeologists as to the origin of the Eternal City. The pundits of the Accademia dei Lincei are agreed that the column dates from the first half of the sixth century B. C., that is, from the epoch of the Roman kings, and is consequently the first written vestige of that period discovered up to the present. — *Rome Correspondence of the London News*.

MIDDLE-CLASS FLATS AS AN INVESTMENT.—The Emperor Francis Joseph of Austria has just directed the administrator of his private fortune to purchase a plot of ground in Budapest and erect on it a large block of flats suitable for well-to-do middle-class persons. He expressed the opinion that he could not find a better investment for his money. — *N. Y. Evening Post*.

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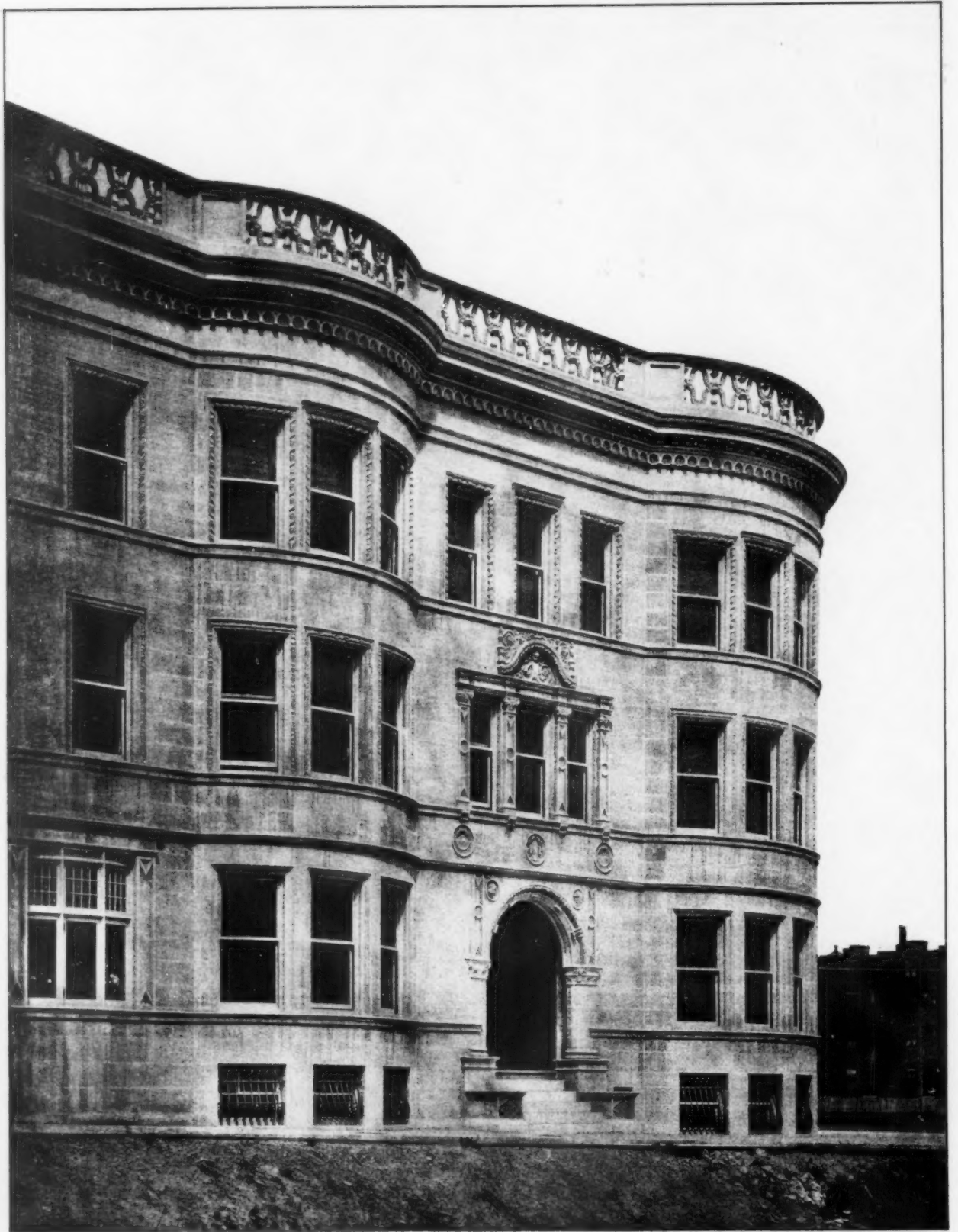
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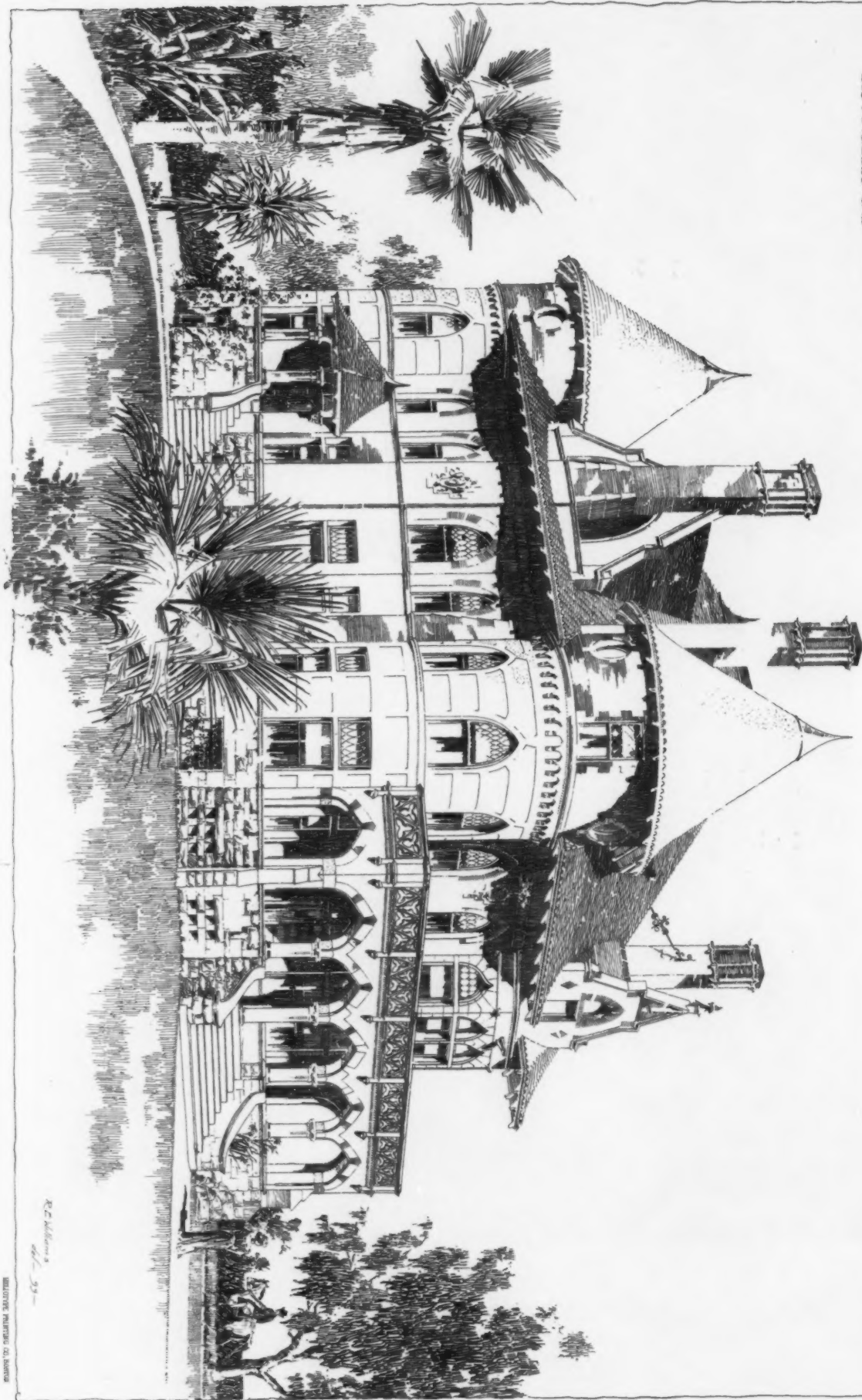
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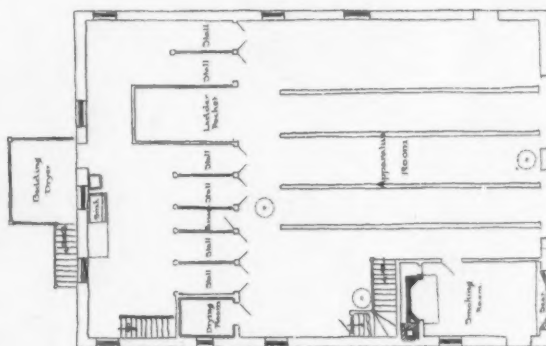


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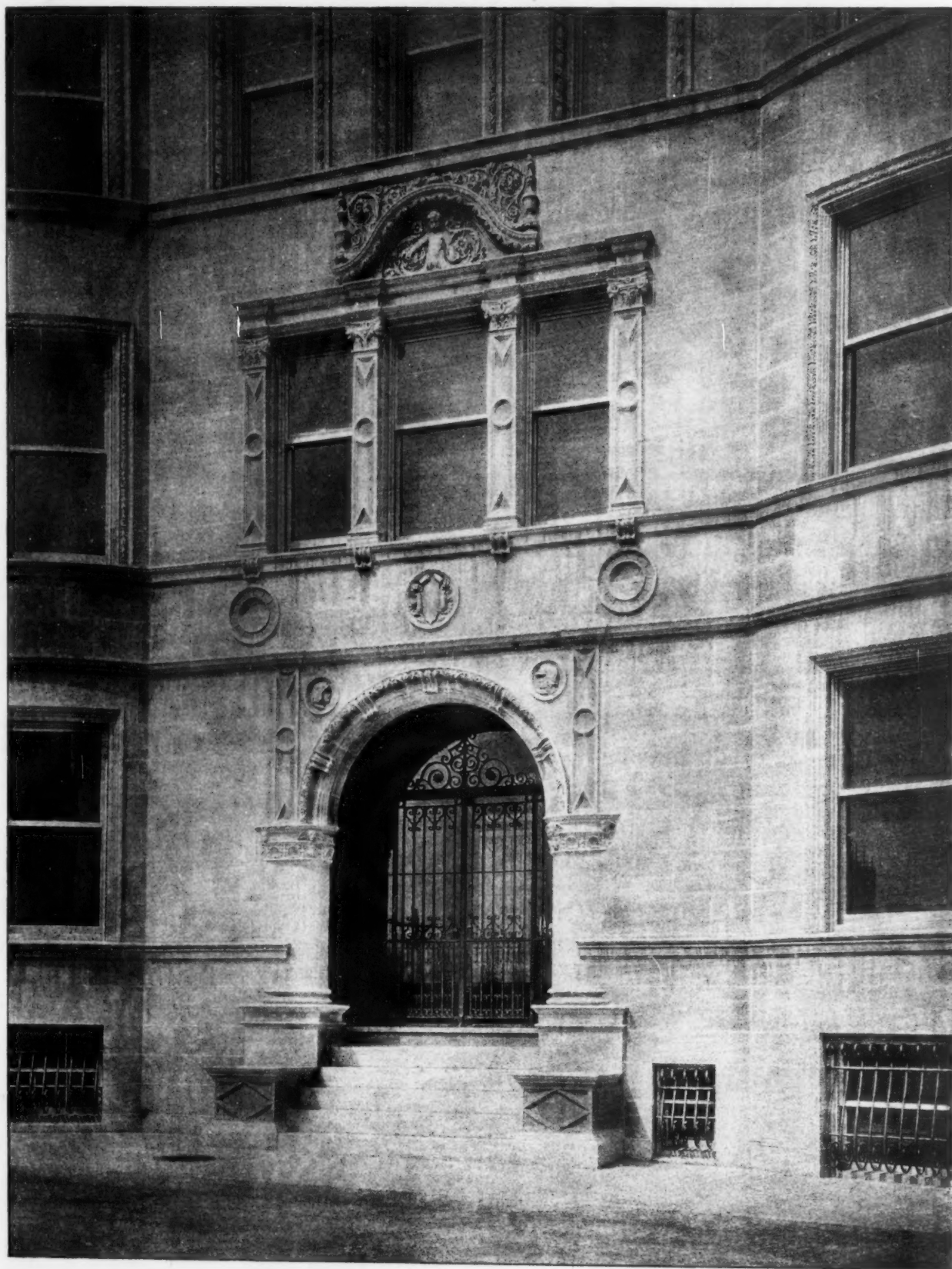
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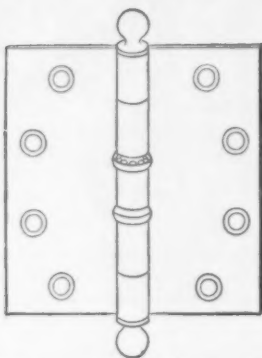
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Purple.....	5 00 @ 6 00	1 05 @ 1 15
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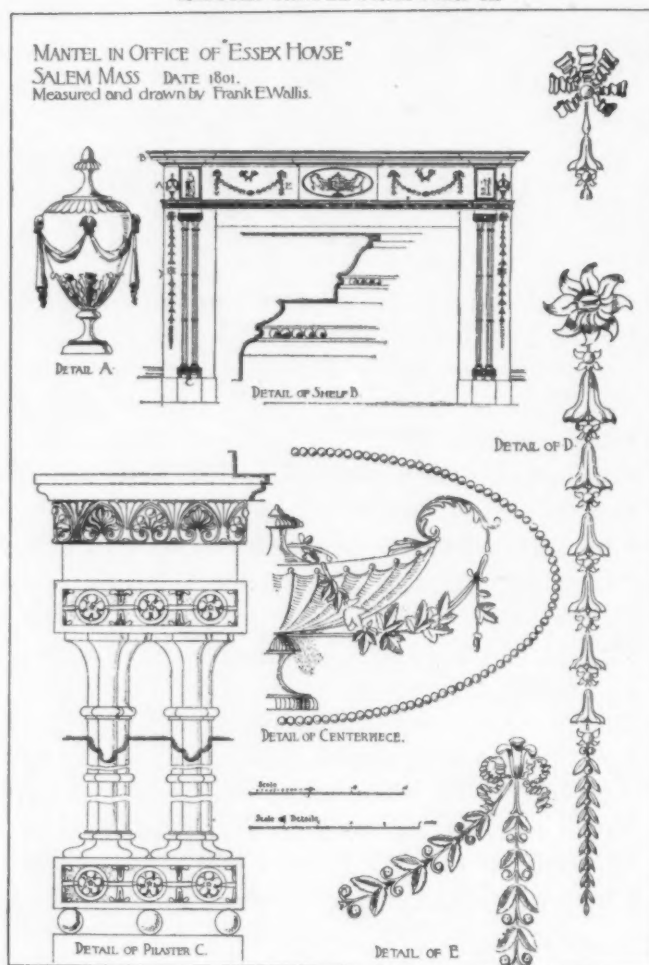
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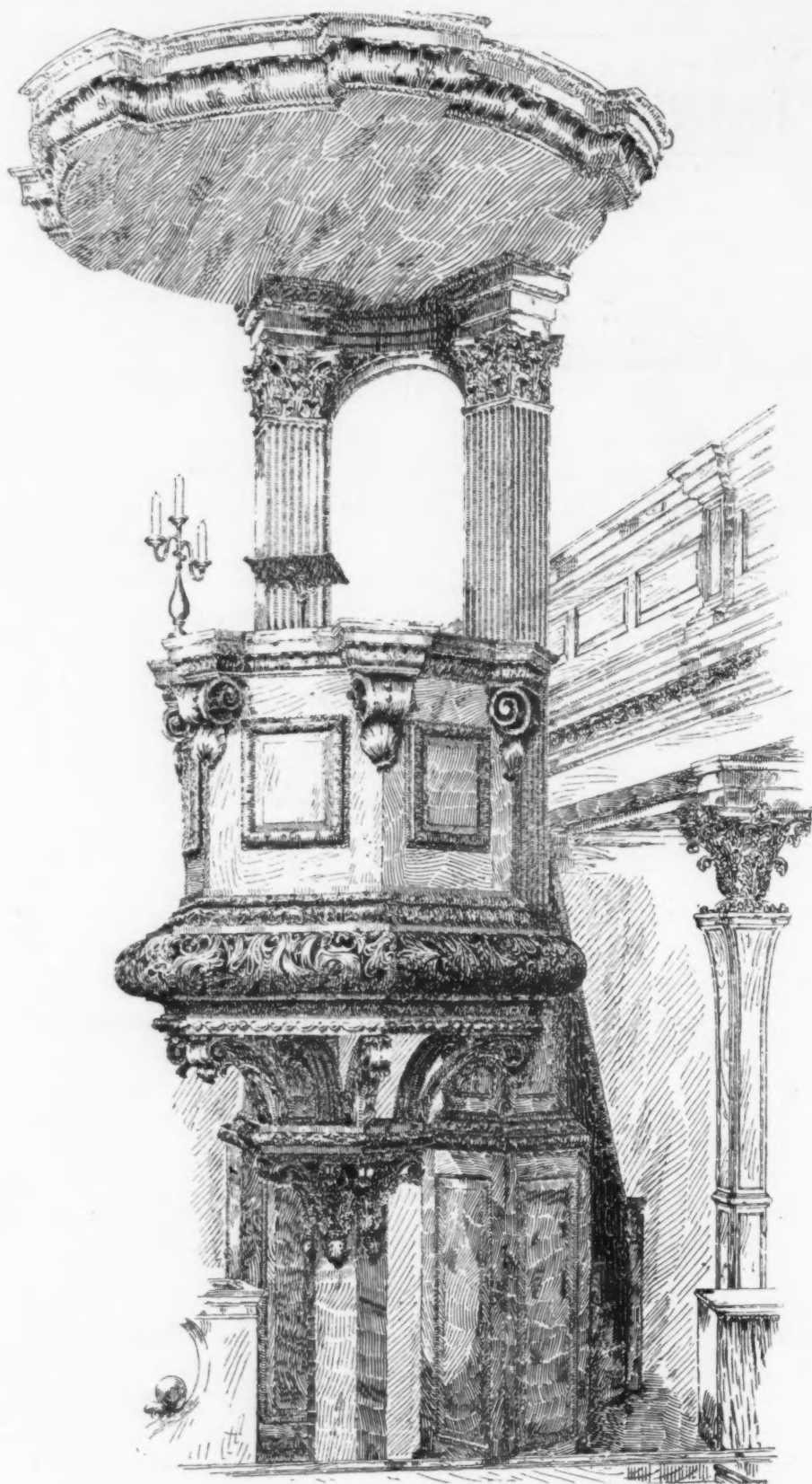
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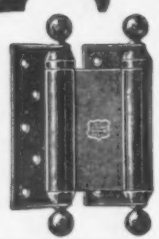


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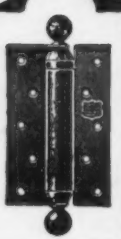
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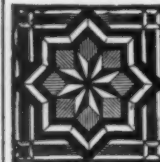
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BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

Austin, Tex.—Plans have been completed for the erection of a dormitory at the Agricultural and Mechanical College, to cost \$28,000. Address Col. L. L. Foster, president.

Boston, Mass.—Gilchrist & Co. lease all of a new six-story building to be erected for them by the Wigglesworth heirs at Nos. 417-425 Washington St., and connecting in the rear with their present Winter Street store. Plans have been made for the new structure by R. Clifton Sturgis. It will cover 8,000 square feet, having a frontage of 64 feet and a depth of about 135. It will be a first-class fireproof building, of steel frame, brick and stone. Peabody & Stearns have prepared plans for a ten story steel-frame brick and stone office-building for a syndicate who propose to erect the same at 70 State St. Reginald Foster, Russell S. Codman and Wm. A. Gaston are trustees for the syndicate.

Announcement has been made by the trustees of the Fred L. Ames Estate that Norcross Bros. have been awarded the contract to build the new theatre on the site of the old Public Library. The contractors will deliver the theatre complete and ready for furnishing on August 1, 1900. Plans have been made by Clarence H. Blackall, who will supervise the construction.

Whitman & Hood will prepare plans for a 12-room, \$70,000 school-house for the Brighton District.

Cabot, Everett & Mead are preparing plans for a \$100,000 school to be erected in Dorchester.

The contract for the new power-house at Long Island, Boston Harbor, has been awarded to Woodbury & Leighton, at \$30,000.

Plans for the grammar school in East Boston, to cost \$95,000, are being prepared by Greenleaf & Cobb.

Braytonville, Mass.—The North Adams Manufacturing Co. is considering the idea of building a large addition to its woolen mill.

Brownsville, Tenn.—A new school to cost \$12,500 will be erected by the Board of Education.

Buckland, Mass.—A \$10,000 grammar school is contemplated and sketches have been submitted by Edwin T. Barlow, of North Adams, to the committee.

Cambridge, Mass.—Chester W. Bliss, one of the committee appointed to provide a memorial to the late Marshall Newell, has sent notices to local Harvard men in Springfield, that it has been decided to build a gate at one of the entrances to Soldiers' field. The proposed gate will cost about \$2,000, of which \$1,500 has already been collected in Boston and Cambridge.

Canton, O.—The St. John's R. C. Church is about to erect a \$10,000 brick and stone building on S. Market and Kimball Sts. Wm. Gintner, of Akron, architect.

Carnegie, Pa.—The contract for the erection of the new Carnegie Library has been awarded to Dushane & Lewis. The building will be of fireproof construction, and cost about \$90,000. Struthers & Hannah, architects, Pittsburgh.

Centerville, Mich.—Crookshank & Summer, of Ionia, have received the contract for the St. Joseph County Court-house for \$29,431.

Ellaville, Ga.—The plans of Stewart & Golucke, of Atlanta, have been accepted for a \$10,000 court-house.

Evansville, Ill.—The plans prepared by F. W. Hollister, Saginaw, Mich., have been accepted by the Christian Society for building a \$10,000 church.

Fort Dodge, Ia.—The Midland Insurance Co. has decided to build a \$25,000 opera-house.

Gallion, O.—Architect Vernon Redding, Mansfield

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BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

O., is preparing plans for a brick church for the United Brethren congregation, 60' x 80'; cost, \$10,000.

Galveston, Tex.—G. B. Stowe has prepared plans for a \$15,000 brick residence to be erected by C. Clarke on 17th St. and 1st Ave.

Gowanda, N. Y.—Esenwein & Johnson, of Buffalo, have prepared plans for the new three-story brick wing for the Gowanda State Hospital; cost, \$70,000.

Greenville, O.—The St. Mary's Catholic Society has voted to build a new church. Rev. J. F. Brummer, pastor.

Holyoke, Mass.—W. B. Reid has completed plans for a nine-room dwelling for a parsonage for the Second Baptist Church; cost, \$5,000.

Lansing, Mich.—E. A. Bowd has been engaged to prepare plans for a \$22,000 building to be used for shops at the Industrial School for Boys.

Leadville, Col.—T. P. Barber, of Colorado Springs, has been commissioned to prepare plans for a \$45,000 school.

Long View, Ill.—R. Z. Gill, City Building, Urbana, is preparing plans for a school-building to be erected at this place.

Lowell, Mass.—An annex is to be made to the high school building. The Board of Aldermen have voted to borrow \$29,100 for this purpose.

\$16,000 has been appropriated for an engine-house in Oaklands.

McAdoo, Pa.—Architect Edwin F. Durang, Philadelphia, has plans completed for estimates for a new church and pastoral residence for St. Patrick's Church; estimated cost, \$30,000.

Memphis, Tenn.—G. W. Thompson, of Nashville, has prepared plans for a \$60,000 building for the Cumberland Telephone Co.

Minneapolis, Minn.—E. S. Stebbins is preparing plans for the new East Side high school, to be three stories, 60' x 75', of brick and stone; cost, \$80,000.

Fred'k Kees has prepared plans for the erection of the Tribune Building. The present building will be entirely torn down and a new structure erected on the same ground. The new building will be 50' x 137', six stories high, of marble, enameled brick, terra-cotta and copper.

Muskegon, Mich.—\$15,000 have been voted to build a new school.

New York, N. Y.—Plans and specifications have been submitted to the Department of Buildings for a one and two-story brick and granite fireproof electric power-house, to be erected for the Third Avenue Railroad Co., at the northeast corner of 9th Ave. and 216th St., from plans prepared by Westinghouse, Church, Kerr & Co., engineers, who estimate the cost of construction at \$1,000,000. The building will have a steel frame, and will occupy a plot, 246' x 319'. Isaac A. Hopper has been awarded the contract for building.

North Platte, Neb.—Plans for the new \$25,000 high-school building have been accepted by the Board of Education. R. W. Grant, Lincoln, architect.

Omaha, Neb.—The contract for the erection of the Pacific School has been awarded to Wallace H. Parish for \$38,120 from plans by John Latenser.

Oshkosh, Wis.—Plans have been prepared for a \$75,000 edifice for the First Congregational Church.

Pittsburgh, Pa.—The Board of Trustees of the Western University accepted the plans for the new observatory submitted by T. E. Gillquist of this city. The new building will be erected in River-view Park, and work will be commenced on August 1.

Providence, R. I.—Martin & Hall have completed plans for a three and one-half story brick and stone building to be known as the Walter G. Webster Memorial Guild-house of St. Stephen's Church. It is to be 50' x 60', and will cost \$25,000. The building committee consists of J. T. Webster, Jr., Gen. William Ames and N. N. Isham.

Raleigh, N. C.—The plans of Ashe & Pearson have been accepted for a school to be erected on Morgan and West Sts., to cost about \$14,000.

Redding, Cal.—A \$20,000 school-house has been voted by the Board of Education.

Salinas, Cal.—The plans of Louis Stone, of San Francisco, for the new \$25,000 high school has been accepted by the Committee. Bids will soon be called for.

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BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

Salt Lake City, Utah.—It is reported that Frank M. Wilson will erect a \$100,000 business building.

Spencerville, O.—The contract for the erection of the new M. E. Church has been awarded to Zook & Williams, Van Wert; cost, \$15,000.

Springfield, Mass.—Earnest efforts are being made by the residents of Upper Liberty St. and vicinity, to secure the erection of a new school-house on Armory St.

A large addition to the Court Square block is to be built by Mayor Gilmore. It is to be six stories high, 38' x 242', and to contain 135 offices with three large stores on ground floor.

Peter Burke has received the contract for building the addition to Henking's Hotel on Lyman St. The cost will be about \$25,000. A new four-story front will be built out to the street-line and two stories added to the present building; architect, W. E. Becker, Hartford.

Springfield, O.—The plans of Vernon Redding, of Mansfield, have been accepted for a \$50,000 Y. M. C. A. Building.

St. Louis, Mo.—The St. James Episcopal Society will build a \$30,000 church at Goode and Cote Brillante Aves. Evans Tracy, 156 Fifth Ave., New York City, architect. Rev. E. Duckworth, rector.

Sullivan, Ill.—The Christian Society will erect a \$10,000 church this fall.

Syracuse, N. Y.—The Electric Light & Power Co. are extending their present power-house. The extension will be 70' wide and 100' long; one-story structure, having brick side walls and steel framework. The steel framework is arranged to carry two travelling cranes over their dynamos and engines. The Berlin Iron Bridge Co., of East Berlin, Conn., are given the contract to design, furnish and erect the steel work in this extension.

Valdosta, Ga.—The erection of a \$150,000 cotton-mill is contemplated. B. F. Strickland.

Waltham, Mass.—At the meeting of the Board of Aldermen the orders which were adopted appropriate \$40,000 for the purchase of the Central House property, \$80,000 for a new high-school building, \$10,000 for a new manual training-school building and \$20,000, which is added to the bequest of Francis Buttrick for a new public library building. It is intended to erect all of these structures on the Central House property. It is possible that the mayor may veto the orders.

Warren, O.—F. Wentz & Sons, of Canal Dover, have received the contract for a school for \$26,000, exclusive of heating.

Washington, D. C.—The Knights of Pythias are having plans prepared for a temple to cost about \$35,000 to be located on 9th St.

Waukesha, Wis.—The trustees of the Carroll College contemplate extensive improvements in the buildings, to cost about \$75,000.

West Albany, N. Y.—The West Albany R. R. Y. M. C. A. will erect a \$25,000 building. F. W. Chaffee, Chmn. Bd. Dir.

APARTMENT-HOUSES.

Brooklyn, N. Y.—Flatbush Ave., cor. Linden Boulevard, 4 four-sty bk. & st. flats, 36' x 90'; \$36,000; o. & b. Clarence F. Tabor, 119 Kingston Ave.; a. F. L. Lowe, 186 Remsen St.

Buffalo, N. Y.—Porter and Plymouth Aves., three-sty bk. apart., 121' x 121'; \$35,000; o., Ernest C. Colter; a., W. H. Archer.

New York, N. Y.—One Hundred and Thirty-fourth St., nr. Lincoln Ave., five-sty bk. & st. flat, 25' x 84'; \$22,000; o., John C. Doyle, 837 Southern Boulevard; a., C. A. Millner, 81 E. 125th St.

Forty-fifth St., No. 109, seven-sty bk. & st. bachelor apart., 25' x 100'; \$38,500; o., Maxwell Mannes, 150 W. 34th St.; a., Buchman & Deisler, 11 E. 59th St.

Fifty-second St., Nos. 324-326, six-sty bk. & st. & terra-cotta flat, 58' x 90'; \$35,000; o., C. Hafz, 165 E. 73d St.; a., G. F. Pelham, 503 Fifth Ave.

One Hundred and Fifty-sixth St., cor. Jackson Ave., 4 three & four-sty bk. & st. flats; \$40,000; o., Mr. Phillips, 247 E. 71st St.; a., Franz Wolfgang, 143 W. 125th St.

One Hundred and Thirty-fourth St., cor. St. Ann's Ave., 4 five-sty bk. & st. stores & flats, 25' x 75' & 25' x 60'; \$63,000; o., W. W. Hawkins; a., F. T. Camp, 13-21 Park Row.

One Hundred and Thirtieth St., Nos. 233-275, six-sty bk. & st. flats, 50' x 75'; \$26,000; o., Thomas Nastvogel, on premises; a., K. T. Lyons, 41 Union Sq.



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Ninety-second St., nr. W. Central Park, six-sty' bk. & st. flat, 50' x 90' 8"; \$75,000; o., Turner & Kiernan, 387 E. 143d St.; a., Neville & Bagge, 217 W. 125th St.

One Hundred and Eighth St., nr. Columbus Ave., 3 five-sty' & base. bk. flats, 25' x 85' 5"; \$60,000; o., Max Klein, on premises; a., M. Bernstein, 245 Broadway.

Ninety-seventh St., nr. Fifth Ave., six-sty' bk. & st. flat, 50' x 89'; \$50,000; o., Mrs. Sarah Harris, 126 E. 95th St.; a., Edw. Weiss, 1491 Third Ave.

Amsterdam Ave., cor. 118th St., seven-sty' bk. & st. flat, 70' x 95' 11"; \$150,000; o., Hyne Construction Co., 803 Boulevard; a., Neville & Bagge, 217 W. 125th St.

CHURCHES.

Dayton, O. — Third St., st. & bk. church, 97' x 140', slate roof; \$40,000; o., St. John's German Evangelical Society; a., Chas. Herby, 27 Beekel Building.

Piqua, O. — Stone church, slate roof, furnace; \$30,000; o., St. James Episcopal Society; b., Morrow & Morrow, Muncie; a., Wing & Mahurin, Fort Wayne.

EDUCATIONAL.

Agricultural College, Mich. — Four-sty' st. & bk. dormitory, 110' x 270', flat roof, steam; \$83,000; a., Pratt & Koeppe, Bay City.

Buffalo, N. Y. — Gold and Benzinger Sts., three-sty' bk. 17-room school; \$60,000; o., Board of Education; a., Esenwein & Johnson; not let.

Farmingdale, L. I., N. Y. — Three-sty' bk. trade school, 187' x 223'; \$120,000; o., Nuns of the Order of St. Dominick; a., F. J. Berlenbach, 262 Graham Ave., Brooklyn.

Macon, Mo. — Four-sty' bk. & st. military academy, 100' x 220', slate roof, steam; \$75,000; o., Col. W. Bles; a., R. G. Kirsch, Builders & Traders' Exchange, Milwaukee, Wis.

Minneapolis, Minn. — Three-sty' & base, high school, 120' x 180', flat roof, steam; \$80,000; a., E. S. Stebbins.

New York, N. Y. — W. Seventeenth St., Nos. 122-126, four-sty' & base. bk. & st. school, 79' 5" x 81'; \$100,000; o., Church St. Francis Xavier, 30 W. 16th St.; a., Little & O'Connor, 20 W. 34th St.

Philadelphia, Pa. — Oxford St., nr. Glenwood Ave., three-sty' st. & granite school, 76' x 125'; \$65,000; o., Board of Education; c., The Harry C. Nichols Co.

St. Louis, Mo. — Caroline St., nr. Grand St., three-sty' bk. building for a dental college, 46' x 86'; \$9,500; o., Marion Sims College of Medicine; b., Alexander McCollister; a., R. M. Milligan.

FACTORIES.

Boston, Mass. — Beacham St., nr. Arlington St., Ward 4, four-sty' bk. building, 37' x 75', steam; \$10,000; o., E. McSweeney; b., Wm. Mahoney, 26 Tufts St.

Chicago, Ill. — Blue Island Ave., nr. Leavitt St., five-sty' bk. twine mill, 222' x 461'; \$300,000; o., McCormick Harvesting Co.; b., J. C. Fetzner; a., A. C. Williams.

Columbus, O. — Oak and Eighteenth Sts., two-sty' bk. factory, 60' x 150', comp. roof, steam; \$20,000; o., Patton Manufacturing Co.; a., Yost & Packard.

HOSPITALS.

New York, N. Y. — Second Ave., from 17th St. to 18th St., nine-sty' bk. & st. hospital; \$800,000; o., Society of the Lying-in Hospital, 7 Livingston Pl.; a., R. H. Robertson, 160 Fifth Ave.

HOUSES.

Birmingham, Ala. — Highland Ave. and Sycamore St., two-sty' bk. dwell., 54' x 60', slate roof, furnace; \$18,000; o., Col. T. G. Bush; a., Walter & Ullman.

Boston, Mass. — South St., nr. Dudley Ave., Ward 23, 2 1/2-sty' fr. dwell., 29' x 38', pitch roof, furnace; \$5,000; o., Lillian French; b., A. R. Clark, Roslin-dale.

Stratton St., nr. Blue Hill Ave., Ward 24, 2 1/2-sty' fr. dwell., 25' x 45', pitch roof, furnace; \$6,000; o., Mary Hannah, Newton; b., A. Dallin.

Calumet St., No. 53, Ward 19, three-sty' fr. dwell., 25' x 55', flat roof, furnace; \$5,000; o., J. McCantry; b., M. J. O'Brien, 805 Parker St.

Carmel St., nr. Delle Ave., Ward 19, three-sty' fr. dwell., 38' x 40', flat roof, furnace; \$6,000; o., Hannah Leary; a., Sam'l Rantin & Son.

Call St., No. 88, Ward 23, two-sty' fr. dwell., 23' x 46', pitch roof, stoves; \$4,500; o., Elizabeth Hurley; b., John P. Campbell.

Hillside St., nr. Parker St., Ward 19, 2 1/2-sty' fr. dwell., 28' x 54', pitch roof, furnace; \$6,000; o., H. Koeneis; b., G. Merz, 306 Centre St.

Chestnut Ave., nr. Green St., Ward 22, 2 1/2-sty' fr. dwell., 36' x 42', pitch roof, furnace; \$6,800; o. & b., Martin Flynn, 199 Chestnut Ave.

Speedwell St., No. 41, Ward 20, two-sty' fr. dwell., 26' x 40', pitch roof, furnace; \$4,000; o. & b., John Finnegan, S. Boston.

Stratford St., nr. Greenbriar St., Ward 20, 2 1/2-sty' fr. dwell., 24' x 48', pitch roof, furnace; \$6,000; o., Louis A. McKeen, 60 Torrey St., Dorchester; b., W. S. McPherson.

Brooklyn, N. Y. — Marlborough Road, nr. Albermarle Road, two-sty' fr. dwell., 20' x 40'; \$6,000; o., H. H. Williams; a., Benj. Driesler, 1432 Flatbush Ave.

Maple St., three-sty' bk. & st. rectory, 25' x 50'; \$10,000; o., Roman Catholic Church of Assisi; a., F. J. Berlenbach, 262 Graham Ave.



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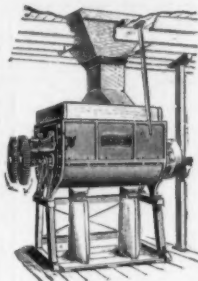
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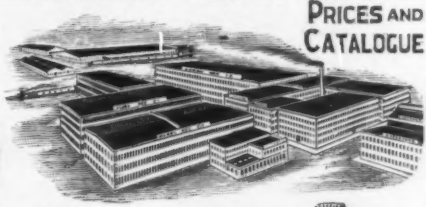
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Linden Boulevard, nr. Flatbush Ave., 9 three-sty' bk. & st. dwells., 17' x 43'; \$72,000; o. & b., Clarence H. Tabor, 119 Kingston Ave.; a., F. L. Lowe, 186 Remsen St.

Avenue T, nr. Van Sicken St., two-sty' fr. rectory, 33' x 40'; \$5,000; o., Father Gardiner; a., F. J. Berlenbach, 262 Graham Ave.

Chicago, Ill. — Indiana Ave., cor. 58th St., two-sty' bk. dwell., 38' x 58', gravel roof, steam; \$8,500; o., H. L. Adams, 5829 Indiana Ave.; a., H. L. Newhouse, 4630 Prairie Ave.

Kenwood Ave., No. 4820, two-sty' bk. dwell., 31' x 60'; \$9,000; o., Guineo Felows; b., George Williams, 6357 Drexel Ave.

Ellis Ave., No. 4902, three-sty' bk. dwell., 32' x 62'; \$30,000; o., B. H. Marshall; b., S. J. Nehlean; a., Wilson & Marshall.

Des Moines, Ia. — N. Grand Ave., two-sty' bk. dwell., 47' x 52', tile roof, hot water; \$20,000; o., R. W. Crawford; a., Liebbe, Rasmussen & Nourse.

Detroit, Mich. — Westminster Ave., 2 two-sty' bk. dwells., 33' x 42', slate roofs, furnaces; \$10,000; o., Theodore Graether, 1053 Brooklyn Ave.; a., Clarence A. Graether.

Cadillac Ave., 2 1/2-sty' bk. & st. dwell., 42' x 58', slate roof, steam; \$8,000; o., Geo. E. Currie, 395 Cadillac Ave.; a., Norval Wardrop, 54 W. Fort St.

Frankfort, Ky. — Three-sty' st. dwell., 40' x 80', tile roof, hot water; \$12,000; o., George Berry; a., Dodd & Cobb, Louisville.

Green Bay, Wis. — Three-sty' bk. dwell., 48' x 54', slate roof, hot water; \$15,000; o., Mitchell Joannes; a., H. A. Foeller.

La Crosse, Wis. — Park St., two-sty' fr. dwell., 54' x 57', shingle roof, hot water; \$6,000; o., Sisters of St. Francis; a., Andrew Roth.

Milwaukee, Wis. — Prospect Hill, two-sty' bk. dwell., 34' x 56', shingle roof, hot water; \$8,000; o., H. Church; a., A. C. Escheweller.

American Ave. and Mitchell St., two-sty' bk. dwell. & store, 32' x 64', shingle roof, furnace; \$5,000; o., Andrew Jenson; a., A. Dornbach.

Folsom St. and Marietta Ave., 2 1/2-sty' fr. & bk. dwell., 28' x 56', pitch roof, hot water; \$5,000; o., George E. Herrick; a., H. J. Rotter.

Minneapolis, Minn. — University Ave., No. 1007, two-sty' fr. dwell., 33' x 45'; \$6,600; o., C. W. Schneider; o., J. & W. A. Elliott, 602 Lumber Exchange.

S. Aldrich Ave., No. 2,000, two-sty' fr. dwell., 40' x 54'; \$6,500; o., Chas. H. Hamblin; o., Fred Anderson, 15 N. 3d St.

Kenwood Boulevard, No. 2,000, two-sty' fr. dwell.; \$10,000; o., C. H. Ross, 2,000 Kenwood Boulevard; c., W. O. Clark, 2824 Sixteenth Ave.

Newark, N. J. — Chester Ave. and Bridge St., 2 1/2-sty' fr. dwell., 43' x 48'; \$12,000; o., John W. Howell; a., Fred'k P. Hill, 160 Fifth Ave., New York City.

New York, N. Y. — Twelfth Ave., cor. 50th St., two-sty' bk. & st. dwell. & store, 40' x 70'; \$15,000; o., Peter Doelger, 339 W. 100th St.; a., Chas. Stegmayer, 306 E. 82d St.

Philadelphia, Pa. — Wayne St., nr. Queen Lane, three-sty' bk. dwell., 42' x 57' 3"; \$9,000; o., Henry R. Gumme; b., Howard Rue.

St. Louis, Mo. — Lindell, Babald and Taylor Sts., 3 three-sty' bk. dwells., 30' x 46', slate roofs, furnaces; \$21,000; o., Capt. Tyler; a., J. B. Legg, Koken Building.

Goodfellow St., nr. Easton St., two-sty' bk. & st. dwell., 25' x 40', slate roof, furnace; \$5,000; o., James Cranford, Emilie Building.

BUILDING INTELLIGENCE.

(Houses Continued.)

Webb City, Mo. — Two-sty' bk. dwell., 42' x 60', slate roof, hot water; \$6,000; o., James O'Neill; a., Niemann & Boonstra, Joplin.

MERCANTILE BUILDINGS.

Boston, Mass. — Endicott St., No. 226, Ward 6, five-sty' bk. block, 29' x 41', flat roof, steam; \$25,000; o. & b., I. & P. Silberstein, 62 Lowell St.

Franklin, N. C. — Four-sty' bk. business block, 34' x 83', comp. roof, steam; \$20,000; o., H. G. Trotter & Son; a., F. Carl Pollman, 26 Cleveland Building, Detroit, Mich.

New York, N. Y. — Broadway, cor. 13th St., six-sty' bk. & st. mercantile building; o., Wm. Walderf Astor, 21 W. 26th St.; Rogers, Peet & Co., 596 Broadway, lessee; a., Clinton & Russell, 32 Nassau St.

St. Louis, Mo. — Locust St., No. 620, five-sty' bk. & st. business building, 25' x 113', comp. roof, steam; \$20,000; o., Mrs. Victoria Arata; a., Chas. E. Hallway, 4136 Delmar Boulevard.

OFFICE-BUILDINGS.

Salina, Kan. — Two-sty' bk. store & office building, 90' x 100', flat roof; \$15,000; o., Shoeman & Moore; a., A. C. Michaels, Joplin, Mo.

STABLES.

Boston, Mass. — Cross St., No. 226, Ward 23, fr. stable, 16' x 20', pitch roof; \$200; o., Kate P. Smith; b., A. C. Morrison, 7 Thomas St., Jamaica Plain.

Philadelphia, Pa. — Eighteenth St. and Allegheny Ave., one-sty' granite, bk. & iron stable, 89' x 190'; o., Geo. V. Cresson Co.; o., Wm. Steele & Son.

Fine St., rear No. 1003, two-sty' bk. stable, 20' x 42'; o., Frederick Schmid; b., August Wurst.

Somerville, Mass. — Benton Ave., nr. Hudson St., 1 1/2-sty' fr. stable, 22' x 25'; \$600; o., Martha E. Belding; b., R. W. Belding, 63 Hudson St.

STORES.

Mendota, Ill. — Two-sty' bk. store & offices, 60' x 85', comp. roof, steam; \$20,000; a., W. F. Page, 637 Unity Building, Chicago.

New York, N. Y. — E. Tenth St., No. 24, eight-sty' bk. & st. stores & lofts, 28' x 100'; o. & b., James T. Fitzpatrick, 99 Nassau St.; a., Buchman & Deisler, 11 E. 59th St.

St. Louis, Mo. — Washington Ave., bet. 6th & 7th Sts., six-sty' bk. building, 48' x 155', comp. roof, steam; \$75,000; o., Byron Nugent; a., Barnett, Haynes & Barnett.

TENEMENT-HOUSES.

Boston, Mass. — Prince St., Nos. 34-36, Ward 6, five-sty' bk. flats, 28' x 40' x 54', flat roof, stoves; \$30,000; o., Estate of J. Ginley; a., E. F. Morse, 258 Washington St.

WAREHOUSES.

New York, N. Y. — Varick St., Nos. 30-32, eight-sty' bk. warehouse, 51' 6" x 95'; \$100,000; o., S. M. Milliken, 79 Leonard St.; a., W. W. Smith, 84 Broadway.

Washington Pl., No. 25, ten-sty' bk. & st. lofts, 25' 2" x 99' 5"; \$190,000; o., Ole H. Olsen, 2312 Southern Boulevard; a., John Woolley, 111 Fifth Ave.

MISCELLANEOUS.

Westfield, Mass. — Bk. car-house, 50' x 100'; o., Woronoco Street R. R. Co.; a., A. W. Holton.

Iron-Work.

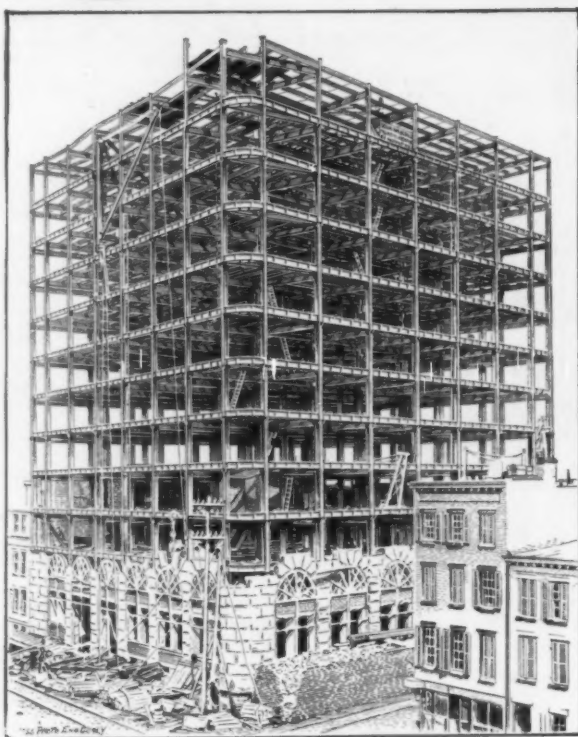
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COMPETITIONS.

HIGH SCHOOL BUILDING.

[At Austin, Tex.]

The Austin School Board will receive plans and
specifications for a modern high-school building
until August 7. T. G. HARRIS, superintendent
city schools. 1230

CHANGE OF SCALE.—Society of Beaux-Arts,
Class B, Order Programme No. 9, Competition
No. 34. The scale of finished plan has been reduced
from 1-8" to the foot to 1-16" to the foot. ERNEST
FLAGG, Chairman.

COMPETITIONS.

CITY-HALL.

[At Columbia, S. C.]

Plans are wanted August 1 for a City-hall. T. T.
TALLEY, City Treas. 1230

HIGH SCHOOL HOUSE.

[At Seattle, Wash.]

Notice to architects.—You are hereby notified
that the Board of Directors of School District No. 1,
City of Seattle, Washington, desire and call for com-
petitive plans and descriptive specifications for a
brick and stone substantially fireproof High School
building.

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ground having a frontage of 360 feet and width of 256
feet, will be arranged to accommodate 1,200 pupils,
will be a permanent and substantial structure, of
modern design, and with construction conforming to
the building and sanitary laws of the City of Seattle.

Second.—The plans and designs shall consist of
one perspective, showing front and one side drawn
to a true line with point of view 250 feet from build-
ing; one elevation rear view; one longitudinal sec-
tion, and one cross section. All plans, elevations
and sections must be prepared to a scale of one-eighth
(1/8) of one inch to one foot, elevations will be ren-
dered in outline without shading. All plans to have
walls drawn in India ink and blacked in; perspective
views will be rendered in ink only.

Fourth.—The limit of expenditure in the construc-
tion of building not to exceed \$200,000.

Fifth.—All plans should be addressed to Lyman
Banks, Esq., Secretary Seattle Schools, Seattle,
Wash.; should be signed by a nom de plume or cipher
and be accompanied by a sealed letter bearing a like
cipher, containing the true name of the architect.
The letter will be opened after the adoption of a
plan.

Sixth.—The architect whose design may be selected
by the Board will be entitled to receive the sum of
three thousand dollars. The plans so selected to
become the property of the Board.

Bids will be received up to 5 P. M., August 30, 1899,
and will be opened at the office of the Board at 8
o'clock P. M., September 7, 1899.

The Board reserves the right to reject any and all
plans. Any further information desired may be
obtained by addressing the undersigned.

(Signed) LYMAN BANKS,
Secretary School District No. 1, Seattle, Wash. 1230

COURT-HOUSE.

[At Santa Ana, Cal.]

Plans and specifications are wanted July 31 for a
court-house, cost not to exceed \$80,000. W. A.
BECKETT, Clk. Bd. Supervisors. 1230

PROPOSALS.

CONSTRUCTION, ETC.

[At Rahway, N. J.]

Proposals will be received for additional buildings
and finishing present buildings: Heating and venti-
lating equipment and electric equipment of the New
Jersey State Reformatory. THOMAS M. GOPSILL,
Secretary Board of Building Commissioners. 1230

HEATING.

[At Dallas, Tex.]

Bids will be received by the Commissioners' Court
of Coryell County until August 17, for plans and
specifications and heating apparatus for the Coryell
County Court-house, bids to be either for steam or
hot air heating. W. B. WOODWARD, County Clerk. 1231

Treasury Department, Office Supervising Architect,
Washington, D. C., July 11, 1899. Sealed proposals
will be received at this office until 2 o'clock P. M. on
the 8th day of August, 1899, and then opened, for all
the plaster models and granite carving for the U. S.
Court-house, Custom-house and Post-office Building
at Omaha, Nebraska, in accordance with the draw-
ings and specification, copies of which may be had at
this office or the office of the Custodian at Omaha,
Nebraska, at the discretion of the Supervising Ar-
chitect. JAMES KNOX TAYLOR, Supervising
Architect. 1231

Treasury Department, Office Supervising Architect,
Washington, D. C., July 14th, 1899. Sealed proposals
will be received at this office until 2 o'clock P. M. on
the 16th day of August, 1899, and then opened, for all
the labor and material required for the ornamental
ironwork of the main buildings at the U. S. Immi-
grant Station, Ellis Island, New York, in accordance
with drawings and specification, which will be fur-
nished at the discretion of the Supervising Archi-
tect on application at this office, or the office of
Boring & Tilton, architects, 32 Broadway, New York
City. JAMES KNOX TAYLOR, Supervising Archi-
tect. 1231

Treasury Department, Office Supervising Architect,
Washington, D. C., July 15, 1899. Sealed proposals
will be received at this office until 2 o'clock P. M. on
the 16th day of August, 1899, and then opened, for
removing the old steam heating apparatus, etc., and
furnishing new steam heating apparatus for the U. S.
Marine Hospital building at Cleveland, O., in ac-
cordance with the drawings and specification, which will
be furnished at the discretion of the Supervising Ar-
chitect on application at this office or at the office of
the Custodian at Cleveland, O. JAMES KNOX
TAYLOR, Supervising Architect. 1231

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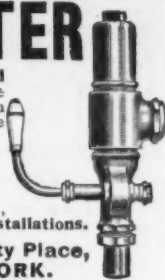
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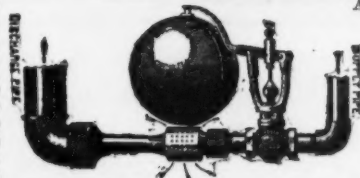
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PROPOSALS.

Treasury Department, Office of the Supervising Architect, Washington, D. C., July 18, 1899. Sealed proposals will be received at this office until 2 o'clock P. M. on the 15th day of August, 1899, and then opened, for the foundations, superstructure and roof covering of the extension to the U. S. Post-office, Court-house and Custom-house Building at St. Paul, Minn., in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent at St. Paul, Minn., at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1230

NORMAL TRAINING SCHOOL.

[At Springfield, Mass.]

Bids are wanted for the construction of the new normal training school and for heating and ventilating the same. The bids must be in the office of Gardner, Pyne & Gardner, of this city, by 3 o'clock on the afternoon of the 26th. Work will begin soon tearing down the old school-building on Washington Street to make room for the modern structure. 1230

PROPOSALS.

SCHOOLS.

[At Rockport, O.]

Bids are wanted August 12 for 2 schools. J. C. ANDREWS, Clk. School Bd., Lakewood. 1230

DORMITORY AND SCHOOL BUILDING.

[At Morris, Minn.]

Department of the Interior, Office of Indian Affairs, Washington, D. C. Sealed proposals will be received at this office until July 27, 1899, for furnishing the necessary materials and labor required to construct and complete one brick dormitory and one brick school-building at the Morris Indian School, Minn. A. C. TONNER, acting commissioner. 1230

STEWARDS' QUARTERS.

[At West Point, N. Y.]

West Point, N. Y. Sealed proposals will be received here until July 31, 1899, for construction of hospital stewards' quarters. Address Q. M., U. S. M. A. 1230

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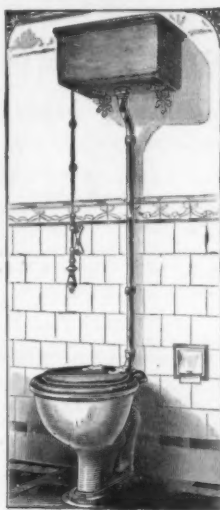
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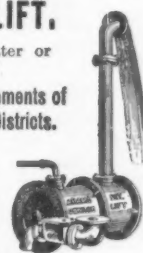
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PROPOSALS.

Treasury Department, Office Supervising Architect, Washington, D. C., July 11th, 1899. Sealed proposals will be received at this office until 2 o'clock P. M. on the 14th day of August, 1899, and then opened, for all the labor and materials required for the construction (except heating and ventilating apparatus and electric work) of the hospital building for the U. S. Immigrant Station, Ellis Island, New York, in accordance with the drawings and specification, copies of which may be had at this office or the office of Messrs. Boring & Tilton, Architects, 32 Broadway, New York, at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1230

Treasury Department, Office Supervising Architect, Washington, D. C., July 7, 1899. Sealed proposals will be received at this office until 2 o'clock P. M. on the 5th day of August, 1899, and then opened, for the erection and completion (except boilers and gas fixtures) of the boiler-house and stack for the U. S. Marine Hospital, Cleveland, O., in accordance with the drawings and specification, which may be had at this office or the office of the Custodian, Cleveland, Ohio, at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1230

ELECTRIC LIGHTING.

[At Warm Springs Agency, Ore.]

Department of the Interior, Office of Indian Affairs. Sealed proposals will be received at this office until August 7, 1899, for furnishing and delivering the necessary materials and labor required in the construction and completion at the boarding-school, Warm Springs Agency, Ore., of an electric-light plant. W. A. JONES, commissioner. 1230

SCHOOL.

[At Union, O.]

Bids are asked until July 28 for erecting a school-building. C. LOMBARD, Clerk of Board. 1230

CELL HOUSE.

[At Jeffersonville, Ind.]

Bids are wanted August 1 for a steel cell house for the Indiana Reformatory, to cost \$200,000. 1230

SCHOOL.

[At Denison, Ia.]

C. M. Staley, Secretary, has plans and will receive bids until July 31 for erecting a 12-room school-building. 1230

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. . . CODE OF ETHICS . . .

Prepared in Conformity with the Best Standards of Practice, and Recommended to its Members by the Boston Society of Architects, was

ADOPTED BY THE SOCIETY, FEBRUARY 1, . . 1895. . .

SECTION 1. No Member should enter into partnership, in any form or degree, with any builder, contractor, or manufacturer.

SECTION 2. A Member having any ownership in any building material, device or invention, proposed to be used on work for which he is architect, should inform his employer of the fact of such ownership.

SECTION 3. No Member should be a party to a building contract except as "owner."

SECTION 4. No Member should guarantee an estimate or contract by personal bond.

SECTION 5. It is unprofessional to offer drawings or other services "on approval" and without adequate pecuniary compensation

SECTION 6. It is unprofessional to advertise in any other way than by a notice giving name, address, profession, and office hours, and special branch (if such) of practice.

SECTION 7. It is unprofessional to make alterations of a building designed by another architect, within ten years of its completion, without ascertaining that the owner refuses to employ the original designer, or, in event of the property having changed hands, without due notice to the said designer.

SECTION 8. It is unprofessional to attempt to supplant an architect after definite steps have been taken toward his employment.

SECTION 9. It is unprofessional for a Member to criticise in the public prints the professional conduct or work of another architect except over his own name or under the authority of a professional journal.

SECTION 10. It is unprofessional to furnish designs in competition for private work or for public work, unless for proper compensation, and unless a competent professional adviser is employed to draw up the "conditions" and assist in the award.

SECTION 11. No Member should submit drawings except as an original contributor in any duly instituted competition, or attempt to secure any work for which such a competition remains undecided.

SECTION 12. The American Institute of Architects' "schedule of charges" represents minimum rates for full, faithful and competent service. It is the duty of every architect to charge higher rates whenever the demand for his services will justify the increase, rather than to accept work to which he cannot give proper personal attention.

SECTION 13. No Member shall compete in amount of commission, or offer to work for less than another, in order to secure the work.

SECTION 14. It is unprofessional to enter into competition with or to consult with an architect who has been dishonorably expelled from the "Institute" or "Society."

SECTION 15. The assumption of the title of "Architect" should be held to mean that the bearer has the professional knowledge and natural ability needed for the proper invention, illustration and supervision of all building operations which he may undertake.

SECTION 16. A Member should so conduct his practice as to forward the cause of professional education and render all possible help to juniors, draughtsmen and students.

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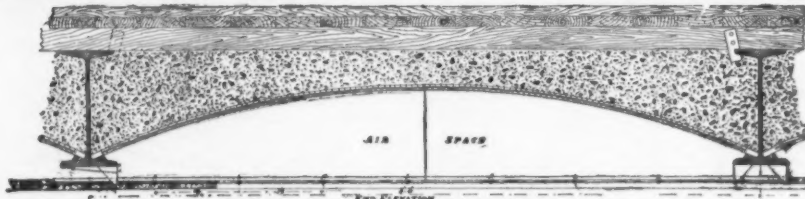
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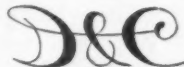
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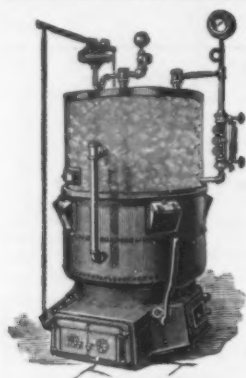
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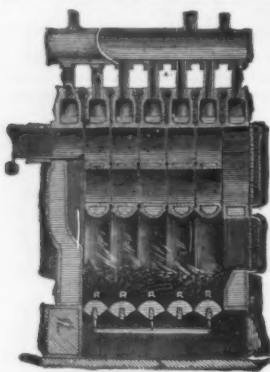
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