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—"The Horgan & Slattery Contracts." —The Abuses of Advertising. —Fall of a Chicago Building. —The Swiss Contribution to Harvard's new Germanic Museum. —The "Incombustible" Nature of Continental Construction. 9

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IT is to be hoped that the assaults on the New York tenement-house laws, which are being made before the Legislature with extraordinary persistence and ingenuity, will not succeed, and the influence of all who wish well to their fellow-citizens, as well as of those who look merely to the selfish object of protecting their invested property against the burdens which pauperism and crime impose upon it, should be brought to bear in opposition to the speculators. The present law involves no hardship to any one, since it compels no one to build tenement-houses against his will, providing only that those who choose that form of investment shall conform to certain regulations, necessary for the health and morals of the public. We know from actual statistics that the very poor are more moral than the rich, but their modest virtue cannot be expected to resist the contamination which they have hitherto been unable to avoid, and it is the duty of the community to do what it can to protect them and their children from such contamination by such means as legislation can afford. Among these means, none is so effective as the regulation of tenement-house construction. Every one knows that the habit of poor people, especially those who are poor and young at the same time, of spending their leisure moments in the streets, is ruinous to their morals; yet the alternative, of spending their time in the foul air of their gloomy and unventilated tenements, is something which they can hardly be blamed for rejecting. To induce people to cultivate the virtues of home, their home must be at least tolerably attractive; that is, it must be so well supplied with fresh air and light that their physical natures will not instinctively revolt against it, and so protected against rude intrusion that the members of the family can have at home something of the freedom which they now seek outside. If these requirements are fulfilled, family life among the very poor can easily be made as valuable, as a civilizing agent, as it is among the well-to-do. In fact, very poor people, from the intimacy necessary in their crowded dwellings, and the constant practice of forbearance and self-sacrifice which their circumstances require, often develop a sweetness of disposition, and an intensity of mutual affection, which are rarely seen among the rich; and the work of encouraging this family attachment among the humble, and protecting it from contamination by evil associations, is, perhaps, the most important that philanthropy presents. To a very great extent the happiness and purity of family relations depends upon the planning of the dwellings in which poor people must be crowded together, and legislation which secures the general adoption of at least the simpler principles of good planning is the greatest benefit that can be conferred upon those citizens who have not the means of influencing for themselves the construction of the houses in which they must live.

IT must be remembered that every person, rich or poor, has a special interest in the improvement of tenement-houses. Every happy and contented family is an element of power and prosperity to the whole community, just as every outcast is a burden and a menace to it. Whatever tends to make people

happy, by promoting their physical and moral health, and to make them contented, by preserving their strength to work for themselves and each other, adds to the productive resources of the State, and lessens its burdens, and no one can have followed the progress of modern sanitary science without observing the profound change which the spread of cleanliness and decency has effected in nearly every civilized country. Until recently, the beneficent effect of abundant water-service and efficient sewerage have been felt mostly among the middle classes, who have had money enough to provide the plumbing appliances required by the new ideas of decency; and the very poor, who form at once the most numerous class, and the one most in need of sanitation, as well as the least able to obtain it, have been neglected. Now, however, there is a strong tendency toward securing for the poorest people something of the advantages which others find indispensable. The present tenement-house law of New York is a result of this tendency, and to annul or modify essentially any of its important provisions would be to abandon the ground that has been gained.

MORE important, however, than the passage of such laws is their impartial enforcement, and it is this which, if the present law is maintained, must next receive the attention of its friends. A recent examination of the New York theatres, by the new Superintendent of Buildings, has shown that the laws regulating their construction have been, in many instances, shamelessly violated. It is needless to say that if the owner of one theatre can violate the law with impunity, other owners will obey it unwillingly, if at all, and the practice, in such constructions, will soon be simply a struggle to evade it. The summary closing of all theatres in New York which do not comply with the law in every particular would convey a most wholesome lesson to builders and real-estate speculators, and this, followed by a thorough inspection of all new tenement-houses, would not only protect their future occupants, but would encourage the better class of builders and owners, whom nothing disheartens so much, in their conscientious efforts to comply with the law, as the feeling that some competitor in business, with the advantage of corrupt collusion with an inspector, will be enabled to get away their tenants by the offer of rooms, equally attractive with theirs, so far as the tenant can judge, at rents which would not pay reasonable interest on the cost of a house built in compliance with the law.

EXPERT observers in New York think that the great speculation in real-estate, which has so long flourished there, has passed its climax, and that values, in many cases, will soon begin to recede. Such movements in real property are usually started by some important political or other change, and the consolidation of New York with the neighboring cities undoubtedly gave the first impetus to a speculation which has lasted until now. In Chicago, the settlement of the great strike a few months ago seems to have given a similar impetus to real-estate operations, and, according to the accounts, values of real property there, which have remained stationary for nearly ten years, are beginning to advance. Boston is the only large city in which nothing of the kind has yet been observed. With the exception of syndicate transactions in connection with office-buildings, there has for several years been very little movement in real-estate, and prices have, in most cases, declined during that period. Lately, however, rents have, in many cases, been raised, in consequence of a rather marked increase in demand for buildings of various sorts, and the prospect is that large amounts of money will, before long, be taken out of stocks, which pay less than three per cent interest on their present selling value, and put into real-estate of various kinds, the price of which has remained stationary, or has declined, within the last twenty years, while that of personal property has, in many cases, doubled, and which, with rents at present rates, pays easily five or six per cent on the investment. It is not likely that there will be anything like a general speculation in Boston real-estate, unless one should be started by the annexation of the neighboring towns which an energetic party is trying to bring about; but a slow advance in values of land, and an increased demand for store and house property in good locations, seem extremely probable.

PERCEIVING from the tenor of the remarks we made about their affairs a week or two ago that we had no disposition to give overmuch credence to the justifiability of the indecent newspaper assaults that have for many months been made upon their professional reputations, Messrs. Horgan & Slattery, architects, of New York, took the trouble to bring to us a number of documents that tend to prove that they have not received at the hands of Mayor Low the consideration to which their claims seem to entitle them. The papers they exhibited to us would seem clearly to show that they deserve, at least, a fair hearing, while this Mayor Low has declined to give them, basing his objections, as we understand the situation, on the, to him, evident fraudulent intent or the monumental professional incapacity of architects who prepared plans for an armory building intended to cost four hundred and fifty thousand dollars, the lowest bid upon which was over six hundred thousand dollars. We ourselves, believing the Mayor must be right, agreed that so great a disparity between appropriation and the lowest bid was reason enough for breaking off dealings with architects so incompetent or so untrustworthy. But the documents before us show that, after receiving the instruction of the Armory Board, Messrs. Horgan & Slattery, on December 11, 1900, sent in preliminary drawings accompanied by their approximate estimate of six hundred thousand dollars. Between this time and November 19, 1901, they were in constant communication with the Board of Armory Commissioners, working up their drawings and specifications, without a word of advice that it would be needful to reduce the cost, and on that date the Board voted that the contract with them should be finally executed. Then, two weeks later, when the contract was brought to them for signature they first found out that the actual appropriation was to be much less than six hundred thousand dollars. On this statement of facts it is not surprising that the bids actually received in the following January exceeded the allowable ten per cent of excess to which our remarks referred, and it seems to us that the architects should be given a fair chance to prove their allegations.

WE have no desire to stand sponsors for Messrs. Horgan & Slattery whether as men who have political affiliations of one sort or another, or as architects of undisputed ability, but we do feel that they are entitled to fair play, and the reckless newspaper scribblers have made so much fun out of the sonorous slipperiness of their names that a notoriety has been thrust upon them that could not have befallen, say, Messrs. Green & Brown, no matter what political affiliation the latter might have had. And these newspaper jibes and floutings have been of such a character that reply to them was impossible for men who had any respect for themselves and believed that their real acts and motives fell within the limits of professional propriety. We will say frankly that we share the misgivings of those who have imagination when we consider the possibilities of the interior of the Hall of Records being carried out with the exuberance of effort that is shown in a design published elsewhere in this issue, but that exuberance need not of necessity intervene and it is not impossible that Messrs. Horgan & Slattery already perceive the desirability of associating with themselves — supposing that the contract between them and the city is not to be cancelled — a known, or a nameless, somebody who really does understand the style in which Mr. Thomas was working and the refinement of which it is susceptible. As to the County Court-house matter, to which we also referred, it is to be remarked that judges may know quite as much about law as a Corporation Counsel, and that three of the justices approved of the architects' plans for altering the building and found no reason why the work should not be entrusted to them.

THE Boston *Herald* has done an excellent work in calling attention to Mr. John DeWitt Warner's interesting lecture on the Abuses of Advertising, from which our cities are beginning to suffer greatly. London, where every omnibus is so covered with advertisements that it is difficult to find the inscription showing its destination, and where a patent-medicine vender was recently allowed to cover Nelson's flagship, the "*Foudroyant*," with advertisements of pills, is perhaps the worst existing example of the abuses in question, but New York is now not far behind; and Mr. Warner calls upon all who care for the artistic interest of our cities to unite their influence to secure the regulation of advertising in public places. In France, where every public advertisement must have a revenue stamp on it, proportionate in value to the size of the placard, this tax

alone brings in seven hundred thousand dollars a year; yet the tax, on an advertising card of reasonable proportions, is very small, and its effect seems to be to reduce the size of placards, and to promote endeavors to make them artistically attractive, rather than to reduce their number. Naturally, the man whose business will not warrant the expense of buying stamps for very large advertisements is likely to use some thought in the attempt to call public attention to smaller ones, and it has not taken long, in France, to discover that artistic beauty attracts many more readers than the vulgar obtrusiveness of enormous size. As a consequence of this, hundreds of advertising posters are to be seen in France which are models of beautiful coloring and clever treatment of effect; and artists of high reputation are employed to design them. In many cases, the posters are of so much merit that they are sought by collectors, and bring a price, as specimens of artistic workmanship, far beyond their cost. In Switzerland, whether in consequence of a similar law, or through the instinctive decorousness of the Swiss, very beautiful posters are seen everywhere, and the same is the case in Belgium, where public art is an object of exemplary devotion. In this country, where rival magazine covers, and occasional placards, show sufficient ability on the part of designers, the demand of advertisers is generally for something obtrusive and cheap; and it would be well worth while at least for Boston and Cincinnati, the two American cities in which, perhaps, the love of beauty is most generally diffused, to try the French method of regulation, which would at least pay for itself, and could do no harm, while it might do much good.

A BUILDING fell the other day in Chicago through the effect, as we are told by the daily papers, of "frost leaving the ground." That this reprehensible conduct on the part of the frost was the sole cause of the catastrophe is made certain by the fact that the structure was begun in December, the foundation being laid, apparently, on frozen ground, and everything remained firm until the ground was "softened" by warm weather. Then the foundations settled, and the building fell. It may be remarked that experienced architects, in Chicago as well as elsewhere, have long been acquainted with the fact that this result usually follows the "softening" of the ground under foundations laid on frozen soil; and, as there seems to be no way of preventing the frost from "leaving the ground," they take the precaution to lay the foundations of their buildings on unfrozen ground, by digging down through the frozen crust, if necessary, and bank up with earth around them in winter, to prevent the ground from freezing under them, after they are laid. Warm weather, naturally, does not affect foundations laid in this way, and the method may be commended to the attention of architects and others who suppose that frozen soil is a proper material to rest a building on.

THE new Germanic Museum of Harvard University, which begins its career with a magnificent collection of casts of German works of art, presented by the Emperor of Germany, is to be still further enriched by the gift from the Federal Government of Switzerland of a set of casts of Swiss art, mainly taken from objects or casts in the National Museum at Zurich. It is hardly necessary to say that Switzerland contains many precious bits of architecture and sculpture, which will add greatly to the interest of the collection in the Museum; and the thoughtful courtesy of the Swiss Government in making the gift will be nowhere more highly appreciated than in Harvard University.

THE people who are always holding American architects up to scorn for their ignorance of the "solid" and "incombustible" nature of Continental construction might with advantage be occasionally reminded of the great fires which occur in European cities. One of the most destructive of these, about which little is known in this country, was that in the Antwerp bonded warehouses, last year, in which several connected buildings, filled with goods, were completely destroyed in less than four hours, with a loss of about thirty million dollars. The buildings were old, and made no pretence of fire-proof construction, although the timbering was heavy, some of the beams, which were completely burned through, being a foot square in section; but the difference between the rapidity with which the fire actually ran through and destroyed them, and the behavior which newspaper correspondents usually attribute to all Continental constructions in such cases, is interesting to note.

JOURNAL SKETCHES IN CHINA.—I.

WITHIN 100 miles of the mouth of the Yangtse the sea becomes yellow and the water opaque from the mass of mud brought down by this great river. The Yellow Sea, the name of which I had learned in my early school-days, was now clearly understood, so much better is a single object-lesson than pages of dull description. With the understanding of this came also a realization of the mighty changes which are slowly taking place in the wearing away of land-surfaces and the filling-up of sea-bottoms through the erosive energy of water. Here was this great mass of water, 100 miles from land, made noticeably yellow by the mixture of fine sediment brought down by the river. I could not help reflecting that if, in the future, a yellow flood of human detritus should overrun Europe and America it would render civilization just as opaque and make shallow the great depths which mark the intellectual supremacy of our race to-day.

We anchored at midnight some miles within the mouth of the river and at dawn started again, still, apparently, in mid-ocean, as no land could be seen on either side. The river at this point is 40 miles wide, and one realizes its magnitude when he is told that for 800 miles the river is deep enough to float the largest ships. We sailed for an hour and more and the expanse of water seemed illimitable. Gradually we neared the southern shore, and long, low stretches of land came in sight. The scene was desolate to the last degree. The vessels we passed were numerous and quaint; we had seen such craft figured in books and were familiar with their models in the museum at Salem, but here were the veritable objects: fishing-boats, trading-vessels, engaged in the enormous coast-wise traffic, and war-junks. The fishing-boats had a huge dipping-net standing up like a sail on either side of the boat, and not on one side, as I had noticed in Japan.

My attention was soon attracted to the peculiar features of the land, which was covered, so far as the eye could reach, with low mounds. It presented the appearance of a salt-marsh covered with hay-cocks. My first impression was that they were prehistoric mounds, and consequently offered a great field for the archaeologist. I soon learned that these mounds, extending to the very horizon, were simply ancestral tombs, or burial places. Here, then, we had, even before landing, a glimpse of how a baleful superstition could arrest the progress and development of a people. Not only was a vast amount of arable land thrown forever out of cultivation by these surface-consuming sepulchres, but the necromancers insist that no road shall be built through them, nor must the shadow of a telegraph pole or wire fall upon them. One no longer wonders that there are so few roads in China. Some slight respect might be felt for this superstition if these mounds showed any evidences of tender regard or care for the dead. A closer examination, however, shows them to be in the most neglected and dilapidated condition. The contrast between their treatment and the treatment of similar places in Japan, where graves 300 years old even are still freshly decorated with flowers, is striking.

After sailing for several hours, entertained by the diversified craft on the water and depressed by the dismal and monotonous landscape beyond, we turned into the Shanghai River, and, crossing the bar, after another hour's sail, reached Shanghai and came to anchor. I noticed the little boats as they came out or floated by were brown with dirt and grease; indeed, the woodwork reminded one of the inside of a hut for smoking bacon. My standards of comparison were always with Japan, and this was certainly unfair, but there came to me the memory of Japan, where the woodwork of boats recalled the cleanliness of a Quaker kitchen and even the sewage-buckets came back from the country scoured like milk-churns. The memory of Japanese cleanliness rendered all the more shocking the exceeding dirt of this people. The foreign city of Shanghai, with its beautiful buildings, fine streets and parks, has often been described, and the contrast, as one passes from its spacious avenues to the dirt and squalor of the Chinese quarter, is appalling. It is difficult



Gateway, Native City of Shanghai.

to realize that this great object-lesson of order, elegance, cleanliness and comfort is looked upon by the Chinese with supreme contempt.

When I looked out of my hotel window the next morning a glimpse of one form of Chinese architecture was in view just across the street. It was a typical doorway of a business enclosure, and a

sketch of one is a sketch of all. The various mouldings and the ornaments over the doorway were very elaborate, and nothing short of a painstaking drawing or photograph could do justice to the work. The little groups of carved human figures and pheasants, brightly colored, and tinsel-like accessories, might have meant something to the Chinese brain, but they looked trivial and insecure for



Pottery Yard, Shanghai.

the entablature of a doorway. Whole streets in the foreign quarter are lined with these rather high, windowless walls. Some of them had stone or glazed pottery panels with figures of flowers moulded in high-relief. The ridges of these walls were gracefully turned in broad curves, and imbricated coping of roofing-tiles, bedded in cement, presented features that our architects might study with profit.

After breakfast I hunted up Mr. Edward B. Drew, an officer in the Chinese custom-service to whom I had a letter and who during my short stay in Shanghai greatly facilitated my work. His father kindly offered to go with me to the native city of Shanghai. It should be explained here that the Chinese towns are surrounded by high walls having several gates which are closed at night. The irregular lanes which function as streets, the filth and noise of these overcrowded communities are intolerable to our race, and one, therefore, finds at Shanghai, Canton, Tientsin and other cities a concession where the foreigner lives apart, with his own ideas of streets, buildings and cleanliness. This, then, was the foreign city of Shanghai with its imposing buildings; villas with well-kept lawns and gardens; broad avenues and open parks modelled after our own ways and presenting the leading characteristics of our well-ordered cities. The dwellings, with their open character and their broad verandas, have just enough flavor of native architecture to add piquancy to the effect, and the Chinese nurses, with strange coiffures and silken garments of curious fashion, accompanying little English boys and girls, present a continual series of interesting sights to the foreigner when he first lands. Then in contrast is the ancient walled city of Shanghai, out of whose dungeon-like gates swarm a living stream of natives, reminding one of a colossal ants' nest. As we neared the city the swarm and bustle increased—an eager, active crowd, pushing, jostling, shouting and intent on getting somewhere with their multifarious loads swinging from the ends of their carrying-poles, which they deftly guided through this dense current of humanity.

The grim walls of the city towered just beyond a bridge which spanned a narrow canal filled with all manner of liquid impurities. The walls were crenellated for cannon, but no cannon could be seen, and with their massive thickness and rounded buttresses they presented a most formidable appearance. Outside the wall were piled to a great height pottery jars of all descriptions. It was a veritable lumber-yard of pottery. There must have been thousands of pots and jars in these accumulations. They were piled up in regular and solid masses nearly to the height of the city's walls,—huge water-jars, bathing-tubs, flower-pots, etc., all of coarse pottery with brown or green glaze. One wondered if they ever tumbled down, and wondered still more how they had been piled up to such a height and so securely.

As we entered the city the crowd became denser and such a swarm of shabbily dressed men and boys I never saw before. Now and then a mandarin with his brocade and silken vestments rendered more striking by contrast the squalor of this unkempt crowd. A few women and children were being hustled in this living stream which incessantly flowed in and out of the gateway. We passed through by dint of much dodging and became one with the innumerable mass that filled the irregular-running streets. Palanquins, each with a number of bearers swinging along and crowding obstructors to the wall; peasants with buckets hanging from the ends of long

carrying-poles containing the sewage of the city, rudely sweeping by, shouting and by no means careful whether they brushed you with their filthy receptacles or not; water-carriers moving rapidly along with slouching step in cadence with the oscillations of their carrying-poles, their legs fairly buckling under them from the enormous weight they were bearing, and calling out in curious cries to make a way; wheelbarrows loaded with market produce and human freight as well, awkwardly jamming into the crowd, all combined, made an impression never to be effaced. Everybody was dirty, and the surroundings were dirty and old. The city looked as though it had never been swept or cleaned, and it never had. Medieval microbes and prehistoric odors were always in evidence; many buildings going to ruin and, apparently, nobody with time or interest enough to arrest the decay. Indeed, in my brief experience in China, I do not recall the sight of any one repairing or cleaning a building.

The street sights, as in all Oriental cities, were of abounding interest. Here was a group of little boys gambling with copper cash and wildly and noisily gesticulating. The Chinese are born gamblers and their various methods and intricate games of chance render poker, to them, a kindergarten game. In a little open space, wet and muddy, was a wreck of a street juggler, ragged and dirty to the last but one degree, with an assistant reaching the last degree of dirt and dilapidation. The properties with which they played were equally squalid—a basket, a rag, a wooden doll, a cup, a few bamboo tubes and other junk-shop material. Now, the marvel was to see these vagabonds, with vagabond material, play the most wonderful sleight-of-hand tricks. After seeing these wrecks perform, I could well believe some of the marvellous stories about the Indian jugglers. A circle of admiring men and boys surrounded them, and despite the danger of contagion, for at that time the people were dying by hundreds of small-pox and one passed on the street cases showing full efflorescence, I joined the ring. The ancient trick of sword-swallowing was done with a long rusty sword and there was no trick about it, for the rusty blade was literally thrust down the stomach. The man had picked me out as a victim and with body inclined and straightened he came directly to me and held out his hand, nor would he draw the sword till I had given him some money, the crowd, meanwhile, eyeing me and derisively shouting. When he withdrew the sword tears flowed from his eyes and copious phlegm ran from his mouth. It was a most painful and disgusting sight.

Our guide was to take us to a famous tea-house, and the remembrance of the Japanese tea-house, with its exquisite neatness, simple and satisfying surroundings and quiet demeanor of the attendants—all girls—was fresh in my mind, so I looked forward with interest to the sight of a Chinese tea-house and a famous one at that. I felt assured that here, at least, were to be seen some attractive features in the way of cleanliness and pleasant surroundings—some contrast to the squalor through which we had been roaming during the morning. I fully expected to have a new experience, and here was the tea-house: a two-storied building in typical Chinese style, certainly quaint in its architecture and recalling the pictures one sees rudely depicted on blue-and-white china. The building rose from the centre of a pond and was approached by a zigzag bridge. Now, the house, bridge and pond were in an equally dirty condition. The water was covered with a green slime and emitted foul odors. We crossed the bridge, entered the building and found our way to the second story. Taking a seat at one of the tables we ordered the usual tea, which was brought to us, by a male attendant, in large covered porcelain cups accompanied by a tray full of unsavory looking cakes. If there is one evidence above another of the absence of all artistic tastes among the masses in China the appearance of the food alone might be offered.

In Japan the little street booths exhibit a variety of cake, rice-balls with fish on top, and confectionery, and these are all made in tasteful forms and moulds. The Japanese not only enjoy the simple art displayed in all such matters, but seem capable everywhere of fabricating tasteful-looking objects. The Chinese tea was delicious, far more to the foreigner's taste than is the best of the Japanese. At a table near us were three mandarins and, judging by their fine clothing, evidently of the better class. They looked at us inquiringly for a while and finally one of them arose, crossed to our table and shook hands with Mr. Drew, who thereupon presented him to me as one of the famous class of Hartford students who were all recalled by the Government while in the midst of their studies. The two others then came to our table and an interchange of introduction followed. Mr. Drew explained to them my desire to see the interior of a Chinese house, and one of them, turning to me, said that he and his companions had all been so kindly treated in America when students at Hartford that they would be only too pleased if they could be of any service to me. Gladly accepting their kind offers as hosts and guides, I promptly dismissed my guide who had brought me hither, and under their lead at once started off on a round of investigation. It was a rare and interesting experience to ransack the native city with three mandarins dressed, of course, in their full Chinese costume, with their long queues hanging down behind. All of them spoke English without an accent; they were even familiar with our peculiar New England idioms and even with our slang. As an illustration: I stopped to buy some trifle at a shop, when one of them said, "Oh, come along, Mr. Morse, don't bother with him, the fellow's giving you taffy." It was, indeed, a rare opportunity and it was through their help that I was enabled to make many sketches of house-interiors. One of them kindly invited me to his home. How he ever found his way there is a mystery to me to this day. It was

a long walk through a tangled labyrinth of narrow and exceedingly crooked streets. On entering his house we apparently passed through the side of a shop and came to an open courtyard. From there we passed into a kind of reception-hall used by two families in common. A side entrance from this led us into a more secluded reception-hall. His little sister came out to meet us and I held her for a moment, but she seemed very shy, as well she might, for she had never been so near a "foreign devil" before. A little brother, equally shy, stayed by me for awhile despite his fears. I was shown rapidly through the ground-floor of the house, including the kitchen and servants' quarters, but, as my friend had invited me to dinner the following day, made only brief memoranda of the points that had interested me. The most serious matter was the very primitive and objectionable feature connected with the sanitary arrangements. I have dealt with this subject elsewhere,¹ but must insist that in these respects the Chinese are degraded to the last degree and one wonders, if such conditions prevail throughout the Empire, how the nation should number 400,000,000, whereas if they belonged to the same species with ourselves they should all have been swept off the face of the earth centuries ago. Entering a room called the study, or library, we were invited to sit; a servant brought us a light refreshment consisting of fried peanuts, oranges and a little root which had a delicious crisp taste. The root was dug from the river-mud and was quite new to me. I enjoyed it, not having seen the river. Wondering how I should dispose of my orange-peel and peanut-shells, I was told to throw them on the floor! The floor, it may be added, was apparently mother earth—damp, cold and nearly black in color; in fact, a continuation of the street-surface. Doubtless, the floor was tiled; the dirt, however, obscured all traces of it. It was late in the afternoon when my companions guided me to the gate of the city by which we had entered in the morning. After passing through a densely settled Chinese area and coming into wide streets and fresh air it was like passing out of a noisome pit into health-giving daylight. Outside the city-walls there is an immense Chinese population, outnumbering the foreigners thirty to one.

The next morning, one of my Chinese acquaintances of the day before came to the hotel to guide me again through the entangled channels of the native city and to take me to his house to dinner instead of to the house where I was first invited. We entered by a different gate, yet the same throng of people were pouring in and out, and the walls about the gate had the same huge piles of pottery in great blocks. We traversed the same narrow and tortuous alleys, were assailed with the same odors and hustled by the same rude hurrying crowd of water-bearers, sewage-luggers, market-men and a hundred other varieties of two legged carriers. It was a puzzle as to what they were all about and why they were in such haste. In the toting of heavy loads one might imagine the hurry to get rid of the swinging weight, but everybody seemed to be impelled by a restless or nervous energy, and yet no race shows more the absence of what we call restlessness or nervousness than the Chinese.

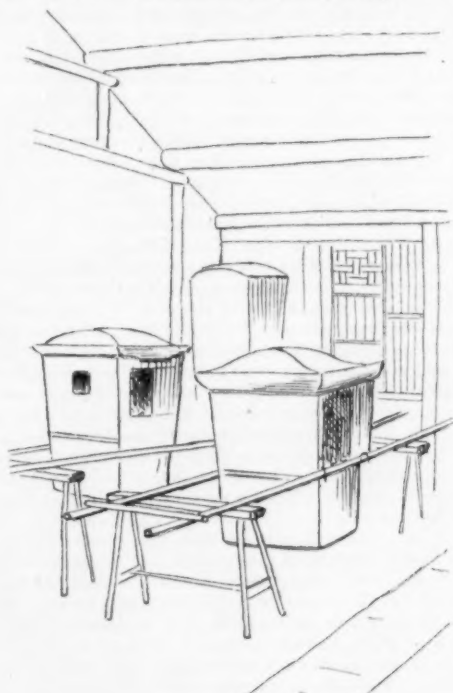
A second view of the city opened new sights. A peculiar effect is produced by the shop-signs, which are hung at right angles from the shops and when free hang vertically, as the Chinese characters are read in vertical lines. These signs were of all sizes and the characters were in gilt or red. Over the door and on the sides of the posts were strips of paper upon which characters were written.

The narrow streets curving often and the projecting signs, with the close crowds filling the entire thoroughfare from side to side, give one a smothered sensation. From the open character of the shop-front and the many occupations going on in the street one is brought into most intimate contact with the people. Porcelain-shops and metal-shops seem to predominate, probably on account of the cleanliness of the "blue and white," and the hammering noise emitted by shops of the other kind. Restaurants were numerous, but the unsavory messes offended the eye as well as the nose. On our way to the house where we were to dine we stopped at a few Buddhist temples, and these were so dirty and dilapidated that any description of their lamentable condition would seem exaggerated. It was shocking to see the root of a tree prying off some delicate bit of stone carving from an entablature and no one in the land with wit or enterprise enough to cut off the offending root and save the structure. We stopped at one house to invite a companion of the day before to dine with us. He was still abed, though it was past ten o'clock, and so, while waiting, I had an opportunity to see a coffin-maker's place, for that was the trade of his family. Whether the occupation of coffin-making is considered respectable in China I do not know, but a friend of mine, whose family name is Coffin, on being presented to our Chinese minister, Mr. Wu, brought out the brusque response that he ought not to have such a name. I examined the stock-in-trade. The coffins were huge affairs, the best ones being made of thick planks. In these chests the body is closely packed with powdered charcoal and may be kept in the house for weeks before final interment. In passing some carpenters at work I noticed that many of the tools were identical in form to those used by the Japanese; the wood-lathe was used in the same way; the blacksmith's bellows, in the form of a large square box with a square piston working back and forth, was the same. The blacksmith, however, stood at his work and the anvil was raised from the ground. In Japan the blacksmith sits on the ground and may be seen pulling the bellows with one foot, while the other foot is bent under him, the anvil being on a level with the ground, the helper, however, standing at his work.

¹ "Latrines of the East." *American Architect*, March 18, 1893.

China, I soon realized, was a land of tables, chairs and bedsteads, and men stand at their work. Their legs are long and well formed, and the Manchus, as a class, are physically well built. It is a common impression with many that the short and often bent legs of the Japanese are due to their custom of sitting for many hours at their work with their legs bent under them. If it could be proved that the shortness of their legs was due to this universal custom of sitting, which I do not believe, here would be a good example of the transmission of acquired traits.

As we approached the place where we were to dine I was told, on inquiry, that the house represented a dwelling of the better class. I asked my host if there were any streets or regions in the city specially noted for their finer houses, and he said, "No; you will find the house of a rich man adjacent to the hovel of the poor." In other words, there is no West End or Fifth Avenue, so to speak. This condition was precisely what I found in the cities of Japan. The entrance to the house was not unlike the one we visited the day before. We first entered an open court surrounded by a high brick wall, which, in turn, opened into an inner court, on our way passing a large room in which were a few palanquins, or chairs, as the foreigners call them—a carriage-house, in fact. In entering the inner court-yard we could look into the general reception-room directly opposite the main entrance. On the sides of this courtyard were rooms which were designed as studies, or libraries. A tiled roof supported by upright posts projected from the eaves, and had there been a floor beneath, a veranda would have been provided for these various rooms. The courtyard was paved with square stones and was fairly clean. The main entrance to the courtyard had an elaborate entablature, too intricate for me to sketch in the limited time at my disposal. At night all the doors are closed and barred, and this feature, with the high surrounding walls of brick, presented a marked contrast to the unprotected and open character of the Japanese house. On either side of the courtyard entrance were huge pottery jars for the purpose of holding water. From the courtyard we entered the library, and here the family immediately gathered about me, all except a daughter, aged seventeen, who was as much a prisoner as any felon. Later I was shown through the house, and having seen several rooms on the ground-floor, I asked particularly to see the girl's bed-chamber, which was in the second story. The appearance of my own daughter's chamber was recalled, with its pictures and souvenirs on the wall and the dainty trifles which brought up so many pleasant memories of parties, picnics and journeys abroad. My host regretfully told me that it was impossible to grant this reasonable request; if I were allowed even a glimpse of his sister's chamber it might be reported by the servants and her chance of marriage might be imperilled. He further told me that even the lower classes were particular in these matters. Even the most intimate friend of the family would not be allowed to go upstairs. Until this experience I never fully realized the condition of women of the more favored classes in China, though their unhappy

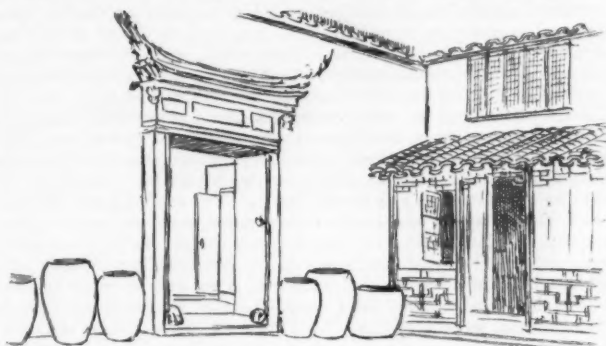


Palanquin House, Shanghai.

lot has been repeatedly described in works on the subject. At the outset the girls' feet are compressed in a cruel fashion, so that a dull pain is endured for a year or two, and in some instances mortification of the parts takes place and the child dies; with no recourse to books, as she is unable to read or write; at the age of twelve or thirteen immured in the house like a prisoner, with the privilege, however, of an occasional visit to some intimate female friend of the

family or a near relative and this visit made in a closed palanquin; at marriageable age compelled to unite with a man she has never seen and knows nothing about and consequently with no choice in the matter. All of which you say is barbarous, and so do I. This, however, has been the custom for centuries and a custom in China is a thousand times more unmodifiable than with us.

Bearing in mind this custom of rigid exclusion of the women from every walk of life for ages, let us try faintly to imagine how to them



Courtyard: Private House, Shanghai.

must appear an aggressive female missionary boldly walking the streets in open daylight in a garb which seems highly disreputable, not to say indecent, to the Chinese, and endeavoring, in very deficient lingo, to induce the people to come to her compound and listen to teachings as alien to Chinese beliefs, crowded as they are with superstitions, as are the teachings of Ingersoll to the strictest Presbyterian doctrine. I could not help picturing what the effect on our people would be with the conditions reversed, and if a strange and powerful people by armed force should impose upon us a treaty in which had been surreptitiously inserted a clause whereby their missionaries might own property and preach their dogmas throughout our country. Furthermore, for just comparison, the female proselytes of this cult should be seen in our streets with painted cheeks, dyed hair and garments extremely short at either extremity, and riding savagely down the street on a bicycle. Whatever horrid lie might be told about such people would certainly be believed by our masses, just as the shocking lies told about our missionaries are fully believed in China. It can be stated, without a shadow of doubt, that our female missionaries present quite as shocking a sight to the Chinese as would be to us the apparition I have just described. Now, we all know and admire the heroism which prompts our women to part from family and friends and enter into the arduous work of "converting the heathen." In their work of introducing a new religion, the propriety of which many question, they teach them the laws of hygiene, proper medical practice, the virtue of telling the truth, of being prompt, and set before them the living example of self-sacrifice and devotion for the good of others, and yet these Chinese savages have brutally undone all these workers have accomplished, not only by murdering the missionaries, but by slaughtering the native converts by thousands. It is a pitiful tragedy, and yet, judging from the outbreaks within a year in New York, Ohio and Louisiana, just such tragedies would be possible in our blessed land, if the conditions were reversed.

One of the reasons why the Catholic Church attains greater success than the Protestants in China is that its missionaries are men, its preachers are men, the Jesuit dresses in Chinese garb, he lives among them and becomes one of them; he is careful not to interfere with their superstitions only so far as these interfere with his own, and is especially careful not to inveigh against the foot-crushing mutilation. His incense-burning, bead-counting and picturesque ritual does not widely differ from the Buddhist. Kaempfer, when he went to Japan, as surgeon to the Dutch in Nagasaki, on seeing Buddhist worship for the first time insisted that it was the devil simulating Christ. "*Diablo simulante Christum.*" Whatever the cause, the results attained by the Catholic missionaries far outstrip those of their Protestant—I was about to say brethren, but there is no brotherhood between these two great branches of Christianity. Not only are the intelligent Chinese perplexed at the variety of creeds presented by the Protestants, but they cannot in the least understand why the French should insist upon forcing the Jesuits into China, having kicked them out of their own country.

EDWARD S. MORSE.

[To be continued.]

LIGHTING THE PYRAMIDS BY ELECTRICITY.—The Egyptian pyramids are soon to come out of their darkness of 5,000 years, and will be accessible to all tourists. General Director Maspero, of the society which has in charge the preservation of the antiquities of the country, has been experimenting with the electric-light, and began his work on the Temple of Karnak, at Thebes. The experiment met with so much approval that he has decided to light the inner passages and catacombs of the great pyramids. This will provide Egyptian tourists with new attractions, and they will be able to penetrate to the innermost recesses of the pyramids. The lighting will be of especial value to women, who have confined their investigations of the pyramids of the left shore of the Nile to climbing up on the outside, as they were afraid of the intense darkness within. With the introduction of the electric-light the tombs of the Pharaohs will be accessible to all. — *N. Y. Evening Post.*

THE ARCHITECTURAL TREATMENT OF BRIDGES.

AS we have within recent months published a considerable number of photographic views of bridges that had been more or less successfully handled from the standpoint of artistic design, our readers may welcome an account, presented by the *Builder*, of a lecture given by H. H. Statham at Carpenters' Hall, London, on "The Architectural Treatment of Bridges."

"He characterized the subject as being essentially a modern one, as until recently bridges had been regarded as purely utilitarian structures; even the mediæval bridges which we have regarded as picturesque were, to the men who built them, only the best practical method of building according to their knowledge and requirements. Recently there had arisen a perception that a large bridge in a city might be an important addition to the architectural character of the city. A solidly-built arched stone bridge was in itself a structure naturally beautiful: it was only when we began to "ornament" it that we might run the risk of spoiling it. The old-fashioned bridges with narrow spans and semicircular arches were the most picturesque; but the demand for larger spans as our traffic grew more crowded and river-craft increased in size rendered it no longer possible to build bridges in this form, and led not only to wider arches, but to the introduction of steel spans, either with stone or steel piers. Steel bridges were a practical improvement in facilitating the combination of wide spans with low gradients; but owing to their thin lines, they could never have the grand and monumental effect of a stone bridge, and they had the additional disadvantage of requiring constant painting, with all which they could not have as long a life as a granite arch. Then there were railway-bridges, which were a separate problem, having to be constructed to fulfil special conditions in carrying heavy loads moving at great speed; so that structures which were satisfactory for ordinary roadways would not suffice for railways.

"Bridges might be classed under three heads: (1) Stone arched bridges; (2) steel spans with stone piers; (3) steel spans with steel piers. We might add a fourth class, now supposed to be rather *passé*, viz, wooden bridges. These, like the stone arched bridge, were almost invariably picturesque from the very nature of their construction, as was shown in the instance of one of the timber viaducts originally built on the Great Western Railway; but for railways they had not the quality of stability and permanence, besides offering danger from fire, and it could not be supposed that any such viaducts would in future be erected on English railway-lines. But for small bridges in country places timber was still a suitable material; such bridges also harmonized with the landscape; and it was much to be regretted that some of these picturesque and perfectly adequate wooden bridges on the upper Thames were being removed and replaced by iron ones, which might or might not have a longer life, but which were certainly not such agreeable or suitable objects in a rural landscape. Steel bridges on a large scale might be classified under the heads of beam bridges (or what engineers would call "girder bridges"), suspension-bridges and trussed bridges. He used the term "beam bridges," because such bridges were merely the application of the beam system of bridging an opening; laying a rigid beam across which bore vertically on the two points of support. A lattice-girder was, no doubt, a trussed construction within its bounding lines, but regarded as a whole it was a beam; it acted as a beam; and it was, or ought to be, no more offensive to taste than a wooden beam performing a similar office. The Britannia tube bridge, in another form, was a typical beam bridge; and, with its massive and simply treated towers, was a fine object. Suspension-bridges, like stone arched bridges, had the advantage of being almost necessarily beautiful in themselves, if let well alone. There was always beauty where a structure expressed, as it were, the forces of nature, whether in the balanced curve of the arch or the catenary curve of the suspension-chain. The practical drawback to suspension-bridges, for heavy traffic, was, of course, their lack of rigidity. Of what might be called trussed bridges the most important form nowadays was the cantilever bridge, of which the Forth Bridge was the most remarkable example, and by means of which greater widths had been bridged than had ever been attempted before. (The principle of the cantilever bridge, with its two arms and the straight length between, was illustrated by the photograph of two men seated in chairs and supporting a third man in the air between them, a whimsical but apt illustration originally made under Sir Benjamin Baker's direction.) The cantilever principle, though only recently used on a large scale by engineers, seemed, however, to be a method that had recommended itself to uncivilized man, as was shown by photographs of a rude Chinese bridge and another made by North-American Indians, both of which were cantilever bridges in a crude form.

"Of all these classes of steel bridges it might be said generally that the less attempt at ornament on them the better. It was very difficult to put any ornament on a steel bridge which would not have a more or less gewgaw effect; the undisguised structure was far better and more sensible. *Pure structure was never in bad taste*; and the anathemas often made against every kind of engineers' steel bridge by æsthetic persons were very absurd. If the objectors knew a little more about structure they would find the steel structure in itself interesting, instead of regarding it as an abomination. Unfortunately, the engineers were going rather in the wrong direction; they were spoiling this class of bridge by attempted ornament. Taking suspension-bridges for instance, it would be seen from the illustrations

how extremely simple were the Menai Bridge, the old Hungerford Bridge (now at Clifton), and the old Hammersmith Bridge; while in the new Hammersmith Bridge they had gigantic cast-iron foliage ornament of the most hideous kind, and such as would be enough to vulgarize any structure. Contrast with such a work the Auteuil Bridge at Paris, with its plain structure in the spandrels, a little graceful ornamental treatment in the balustrade (where it was quite in place), and the fine stone sculptured figures on the piers, modelled by some of the first French sculptors of the day. Was not the contrast rather a humiliating one for London?

"The Tower Bridge was referred to as one which was a combination of suspension-bridge, beam bridge, and lifting bridge. It was an unfortunate mistake to suppose that because it was near the Tower it was to be mediævalized. The way to harmonize with mediæval structures was to do as the mediæval builders did — build in the best way known and practised at the time. A steel structure honestly shown would have been far more in harmony with the Tower, in the true sense, than a piece of sham mediævalism. The first design for the Tower Bridge, however, by the late Sir Horace Jones (a view of which was shown) was much better than the one actually built, as it was simpler and more massive in effect, and the towers were genuine solid stone structures. Even in this design, however, there was a want of simplicity, the towers being weakened in effect by unnecessary decorative windows and other details. In the actual bridge these defects were much increased, but the greatest mistake of all was that these apparently massive towers were a complete sham, with no foundation at all, the walls being carried on steel girders; and before the bridge was completed for opening he (the lecturer) had looked under the walls of the towers, which stood over empty space. It was perhaps the most glaring instance of sham in building that had ever been seen. A sketch was shown on the screen to illustrate how such a bridge might be built so as to be a solid and genuine structure, the horizontal girders carrying the tie which connected the suspension-chains being laid on the top of massive towers of stone brought out on each side as buttresses, and the ends of the horizontal members, resting on roller-beds brought out to the front of the buttresses, so that it could really be seen what the suspension-chains were attached to, instead of leading them through openings in the masonry as if they rested on it. The mechanism for raising the bacle leaves of the bridge, of which a section was shown, was a beautiful and simple contrivance which could not be too much praised; as an engineering structure the bridge was a splendid success; as an architectural design it was a flagrant piece of pretence. Even in regard to plain steel construction, there was such a thing as good and bad design. Contrast the elevation of the Sukkur Bridge, in which there seemed to be no ruling element of line or disposition, as if the girders were tumbled together, with that of the Forth Bridge, which, by comparison, was a quite Classical design in its symmetry and unity of effect. Coming to stone bridges, they had to consider several points — the form of the arch, the treatment of the spandrel, the treatment of the piers. Semicircular arches were out of the question in these days of wide spans; they had to choose between the elliptical and the segmental form. The former looked best, as it rose tangentially from the pier-surface, while the segmental arch was butted against it, and the elliptical arch gave more height close to the pier; on the other hand, it was flatter at the crown than a segmental arch of the same span, and for a large span required, therefore, very careful building. The voussoirs might either be treated on the same plane with the masonry of the haunches, as in London Bridge (which had a very fine solid effect), or they might be accentuated so as to leave a defined spandrel. Such a spandrel, however, should never be panelled, as at Grosvenor Bridge, Chester; that was a treatment for carpentry, not for masonry. The treatment of the soffit with groins, as in many mediæval bridges, was very effective for bridges on a moderate scale; but for bridges on a large scale there was perhaps nothing so fine as the sweep of the plain unbroken soffit. The projection of the piers, although there had been a kind of traditional notion since Renaissance times of decorating it with a columnar order, ought rather to be treated as a buttress. The raking lines of the balustrade and cornice should be stopped against the pier, not carried round it; the pier was a vertical abutment to them, and not any part of them. The old mediæval treatment of the buttresses as pointed to divide the current produced in itself a picturesque effect founded on practical requirements; but except in a tidal river this treatment should only be strongly accentuated on the up-stream face of the bridge. Character was given by thus suiting the build of the bridge to the run of the water, as was shown in the grand effect of the St. Lawrence Bridge, with its immense up-stream buttresses to break up the floating ice. Waterloo Bridge was an exceptional example in which the Classic cornice was excusably used, because the whole bridge was entirely level from end to end. In London Bridge, where there was a gradient, Rennie, with true instinct, discarded the cornice, and only used a small corbel table. The new Putney Bridge was a very good example, in the same school, of a granite bridge simply and plainly treated, with no adventitious ornament. Reference was then made to Blackfriars Bridge, and to the unfortunate design of the piers as stumpy granite columns of immense thickness, which could have carried a tower over them, and had nothing to carry but a balcony. These columns, like Alexander the Coppersmith, had "wrought us much evil," for engineers seemed to be so much enamored of the effect that the first design for the new Vauxhall Bridge was almost an exact imitation of Blackfriars Bridge. The Institute of Architects had begged for a granite bridge instead of a steel

one of this design; it was replied that the demands of the various authorities in regard to width of span and gradient rendered a granite arch impossible. Eventually a compromise had been come to by adopting a concrete arch with granite facings. The concrete arch itself was an admirable piece of construction on a somewhat novel principle; a section of it was shown and described; but in the so-called architectural treatment the influence of the Blackfriars stump-column still prevailed, and the pier was treated with an enormous half-round column which had nothing to carry but a lamp-standard, and this again had to be made far larger than necessary in order to appear to provide something for the column to carry. The whole thing was so completely out of scale that though the actual height was about 70 feet from the water-line to the top of the lamp-column, any architect would suppose from the scale of the drawing that it represented a structure about 30 feet high. Then a heavy cornice of supposed Classic style was used below the parapet and carried round the column on a raking line; an arrangement which could not be carried out except by "fudging" the mouldings at their mitre junctions; and another effect of this deep cornice was to leave so little depth for the centre voussoir as to make the centre part of the arch hopelessly weak in appearance. A design by the lecturer was shown in which, on the same constructional lines, the pier was treated in a buttress form; and by substituting for the heavy cornice a simple corbel table (as in London Bridge) a greater apparent depth was given to the central voussoirs, while the whole of the voussoirs were treated in a slightly decorative manner, by fluting each alternate one, so as to suggest the idea of their being what they actually were—a facing or *revêtement*, not an essential element in construction. Another design was shown for a different treatment of a pier, with the flat central buttress-member turned round at right angles to the line of the bridge, and carrying the lamps also at right angles to the bridge. This had a very bold effect, and there was something to be said for it in a practical sense. When he had exhibited this design in connection with a paper read a little while since before the Birmingham Architectural Association, one of his audience remarked that it was "Gothic feeling with Classic detail"; and that, in fact, was exactly what he was driving at, and suggested the moral with which he would conclude, viz, that if anything satisfactory was to be done in the architectural treatment of bridges, it would not be by plastering on to them architectural details meant for quite different situations, but by returning to the mediæval principle of so designing the lines of the masonry as to make them in themselves expressive and characteristic.

"Mr. Aston Webb said he must ask them to pass a hearty vote of thanks to Mr. Statham for his lecture. He did not think there were many ladies or gentlemen in that room who would be likely to build a bridge—he felt sure he would not—and though ladies were becoming architects he did not think they would be asked just yet to put up bridges; but though it was unlikely they would be called upon to build a bridge, it was important that they should have some notion of how one should be built. It was also desirable that where there was a fine bridge—as there was in London and in many of our towns and country places—we should know how to value it and keep it. Mr. Statham had not only criticised the design of bridges which had been erected or were about to be erected, but he had shown them what, in his view—a view with which most of them would agree—were the lines on which bridges should be put up. There was hardly anything more poetical or romantic, he thought, than a bridge. The connecting of two banks by solid material and the passing of traffic over it, or the cross-traffic underneath on the water-way or roadway at right angles to the traffic over, always formed a subject of interest, and must impress even the most unreflective. He thought they would all agree with Mr. Statham that the interest which was connected with bridges was best obtained and preserved by the simple proportions of the bridge itself. We did not want to be distracted by little bits of ornament and misplaced construction, which was really not construction at all. It was not for him to go into a criticism of bridges which had been built or were about to be built, but, as to London Bridge, he endorsed Mr. Statham's remarks in regard to the necessity or not for widening that bridge. It might be a necessity, but whenever he had had occasion to cross the bridge his traffic had never been interfered with, and since the Tower Bridge had been erected he had been able to get across London Bridge with the greatest ease. But if the bridge must be widened—and he supposed they must accept the opinion of those in authority as to that—they were entitled to know what was going to be done, so that they might be in a position to know whether what was going to be done was the best thing to be done; and for this reason he thought the lecture had been of considerable use. One great difficulty in a stone bridge was that the arch, from its nature, was never at rest; it was always pressing out and, to some extent, upwards. Stability was obtained in a building with an arch by weighting it at the top, but that was a thing which, in large-span bridges, which now, of necessity, were constructed across great rivers like the Thames, was almost an impossibility, and a very narrow depth of masonry over the top of the arch must always give, to some extent, an idea of weakness, for there was nothing but a thin line of roadway for the arch to carry. He thought Mr. Statham was right in omitting the cornice in his design for Vauxhall Bridge and deepening the arch as much as possible. Much as we admired London Bridge and Waterloo Bridge, one had to give way—and we gladly gave way—to the French as the great bridge-designers of the day. The new bridge for the Paris Exhibition was acknowledged

by all artists and all who were interested in such matters to be a magnificent bridge. We must hope that Vauxhall Bridge would be able in some way to vie with that bridge, but it was not for him to say whether it would or not.

"The lecture was illustrated by more than sixty lantern-slides of bridges of various kinds, arranged so as to successively illustrate the various points touched on in the course of the lecture."

BUILDING-LEGENDS.

UNLIKELY as it may seem at the first glance, there is much that is curious and legendary associated with the matter-of-fact art of building, and in the following lines we shall cite some of these legends and curiosities, which are to be found scattered up and down the country. Thus, it has been written of the spire of Chesterfield Church—which many consider wonderful, though, as a fact, it is only somewhat out of the perpendicular:—

"Poor devil! poor spite,
To make a spire a laughing-sight."

This rhyme refers to the perversity of the builder, who originally erected the church without a spire, but, being compelled to add one, made it crooked. One of the legends attributes the mischief to the Prince of Darkness, who one day, being fatigued, folded his wings and rested on the steeple. Some of the incense which was being wafted in the aisles below escaped from the church, crept up the steeple, and tickled the arch-fiend's nose to such purpose that he gave a terrific sneeze, and so dislocated the steeple that it has been twisted ever since! Another tale in connection with this church is that on the occasion of a wedding party passing into the building the steeple bowed to the bride and bridegroom, and has remained crooked ever since. The same tradition attaches to an old church in Lancashire, of which it is said:—

"The church at Little Winwick,
It stands upon a sod;
And when a maid gets married there
The steeple gives a nod."

"Alas! how many ages
Their rapid flight have flown.
Since on that high and lofty spire
There's moved a single stone."

It is a legend, dating from mediæval, if not earlier, times, that, in the erection of cathedrals and other edifices devoted to ecclesiastical uses, the Prince of Darkness always claimed one human life as a sacrifice during the process of building, and, as if in confirmation of this gruesome legend, there is hardly a cathedral or minster in the world which has not some such story associated with it. For instance, at Shottesbroke, in Berkshire, the tale runs that when the capstone was being fixed on the spire the architect called for wine with which to drink the health of the King, and that after partaking thereof he fell down and was killed. Possibly the wine was drugged, or was very potent. A coffin-shaped stone in the churchyard, bearing the letters, "O! O!"—his exclamation as he fell—is said to mark the spot where he lies buried. The legend of St. Francis of Assisi, who rescued a poor mason from falling, and that associated with Sir James Thornhill's painting in the dome of St. Paul's Cathedral, are too well known to call for recapitulation here.

Many churches have legends associated with them, and generally in reference to some action of a former parson. Thus, the following three jingles, relating to bells, are self-explanatory:—

"Arlesey, Arlesey, wicked people,
Sold their bells to build a steeple."

"Owesby parish, wicked people,
Sold their bells to Kelsey to build a steeple."

"A very fine trick of the Newington people,
To sell the bells to build a steeple."

Of Berwick, in Sussex, the local rhyme runs:—

"The parson was poor and so were the people,
So they sold the bells to repair the steeple."

And it is a fact that only one now remains out of four bells there in 1724. At Mevagissey, in Cornwall, the natives have the following rhyme:—

"Ye men of Porthilly,
Why were ye so silly,
In having so little power?
Ye sold every bell,
As Govan men tell,
For money to pull down your tower."

—London Standard.

BURMESE BELLS.—One of the odd things the visitor to Burmah will notice is the large number of bells about the pagodas. These bells are usually hung on sacred posts a few feet above the ground. They are sweet-toned, as all Burmese bells are, but they are not furnished with tongues. The worshipper who comes to pray before the pagoda strikes one of these bells with a wooden mallet. This is to attract the attention of the god.—Boston Transcript.



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

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

PUBLIC PUMPS, LOUVAIN, BELGIUM.

This plate is copied from *L'Emulation*.



STATUES IN THE PARIS STREETS.—It is not the Londoner only who grumbles at the lack of beauty in the statues adorning the streets and squares of his city. The Frenchman just now makes a point of grumbling quite as loudly at the "almost unanimous" ugliness of the modern statues "encumbering" Paris. These statues, says the outspoken *Journal des Débats*, are not so much erected in honor of one dead man as for the glorification of several living ones, who form the "Commission" for the erection of a statue, and receive decorations for their endeavors. A famous French sculptor is quoted in this connection, who had sent in his design for a statue of Pasteur. He had suggested the genius of the great scientist by symbols, but the commission would have none of them. "Your work," they said, "is fine, but it is incomplete. What about the diseases of silk worms, the manufacture of vinegar and of beer and *vin*, about cholera in fowls?" And nothing the artist could say as to the impossibility of reproducing sick silk-worms and cholera-ridden roosters on a monument could move the commission. Under such conditions, it is small wonder Paris statues are no better than they should be. — *Westminster Gazette*.

OBITUARY.—William Reynolds Snead, President of the Snead & Co. Iron Works, of Jersey City, N. J., manufacturers of structural and ornamental iron-work for buildings, died suddenly in New York City, on Thursday, March 27, 1902. He was forty-one years of age, having spent his time in the business since his graduation from the Massachusetts Institute of Technology, Class of 1881. The Snead Works were pioneers in the use of iron for architectural purposes, and were founded by Charles S. Snead, Sr., in Louisville, Ky., in 1848. They were successfully operated in that city for fifty years. A fire in 1898 destroyed the plant and they were transplanted to Jersey City by the deceased, William R. Snead, where they are in successful operation. Mr. Snead had just begun to realize some rest from the hard work of building and installing and organizing a new plant in a new place when he met his untimely death. He was master of his business and had a large circle of friends. His father, Charles S. Snead, Sr., the founder of the business, is now enjoying a hale old age in his eighty-third year, having retired from active business.

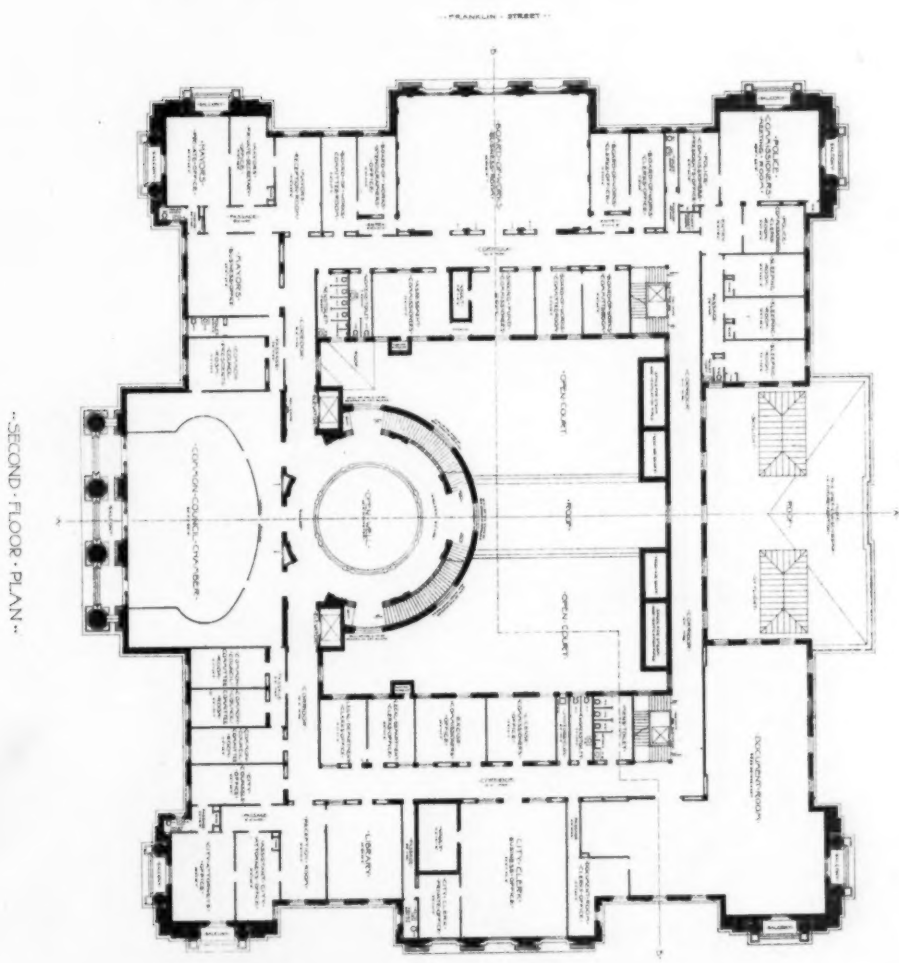
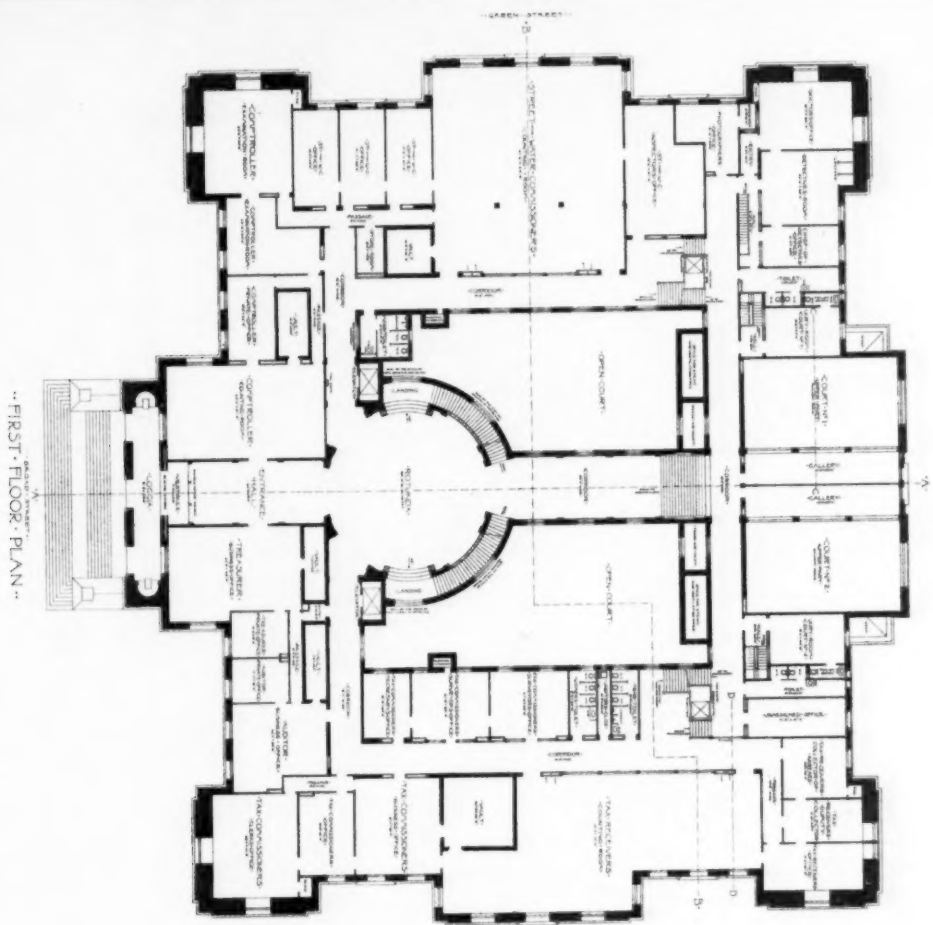
TO JUDGE A RIVER'S BREADTH.—It is necessary to make use only of the eyes and the brim of a hat to measure the width of any ordinary stream, or even of a good-sized river, and here is the way to do it: Select a part of the river bank where the grounds run back level, and, standing at the water's edge, fix your eyes on the opposite bank. Now, move your hat down over your brow until the edge of the brim is exactly on a line with the water-line on the other side. This will give you a visual angle that may be used on any level surface, and if, as has been suggested, the ground on your side of the river be flat, you may "lay off" a corresponding distance on it. To do this you have only to hold your head perfectly steady, after getting the angle with your hat brim, supporting your chin with your hand, if necessary, and turn slowly around until your back is towards the river. Now, take careful note of where your hat brim cuts the level surface of the ground as you look over the latter, and from where you stand to that point will be the width of the river—a distance that may readily be measured by stepping. If you are careful in all these details you can come within a few feet of the river's width. — *Detroit Free Press*.

A COLLECTION OF TAVERN SIGNS.—The April exhibition at the Guildhall is to be of French and English painters of the eighteenth century, and one feature of it should be particularly interesting to our readers who contributed so many instances of curious tavern signs. For a collection of signboards is to be made, and already French collectors are being asked for specimens of Chardin, Lemoynes, Nicholas Watteau, and other famous artists who paid their tavern scores with their brush. This method of payment has been common enough with young or struggling artists. The late T. Sidney Cooper painted his way to Brussels; the Royal Oak at Bettws-y-Coed has a signboard done by David Cox, and there are few of the old fashioned inns on the Thames which cannot show pictures which were paid for in kind. — *London Chronicle*.

A MALLEABLE-GLASS PROCESS.—Louis Kauffield, says a despatch to the *Boston Transcript*, a glass manufacturer of Matthews, Delaware County, after experiments covering two years, announces that he has discovered the method of making malleable glass, long considered one of the lost arts. The manufactured product is not sensitive to sudden changes of heat and cold and may be moulded very much after the manner of iron. Kauffield says he has dipped almost red-hot lamp-chimneys of the new glass in water that was icy cold and they were not affected. The new process promises the making of cooking-vessels out of glass, and the use of glass in stoves. Mr. Kauffield also believes that he can weld the glass together. Manufacturers who have seen the Kauffield experiments speak highly of them.

HOW THE NEW-YORK SUBWAY WILL CROSS THE HARLEM RIVER.—But one other interesting feature of the work of construction need be described—the building of the tunnel across the Harlem River. Here a problem of selection was presented which for a time puzzled the engineers. More than thirty different plans, any of them feasible, were suggested. In the end, the one which at first sight would seem the most difficult was decided upon. Two lines of sheathing were driven into the bottom of the river at a distance apart equal to the width of the channel. The planks were placed close together, so that when the wood swelled by the action of the water, the joints became practically water-tight. A platform, called the "roof," was then rested on top of the sheathing, and a third wall, at right angles, and touching the ends of the first two walls, completed a box, which, when pumped dry, allowed the men to descend and dig out the bottom of the river. As the sub-river soil was removed it became necessary to load down the roof of the box with weights in order to prevent the sheathing from floating. But half the width of the stream could, of course, be thus worked at a time, as navigation had to be kept open by the other half. — *Pearson's Magazine for April*.

ELECTRICITY AT ST. PAUL'S.—On Easter Sunday last, St. Paul's, in London, was, for the first time, radiant with the electric-light. It is three years since the change was decided upon, and ever since the work of preparation has been going on. Miles and miles of wire have been taken into the crypt, and carried up in galvanized pipes, through the shafts in the walls which bring the rainwater ducts from the roof, to the various points where the wire is required to enter the building. The supply is taken from the Charing Cross and the City of London companies, so as to guard against a possibility of failure: The complete scheme of lighting requires about two thousand glow-lamps, but owing to the expense only part of the work is done at present. The ring of gas-jets around the "whispering gallery" at the base of the dome is left, as to replace them would need six hundred lamps. The wiring has been completed, and there only remains the introduction of the standards and pendants in the cathedral, which will be of ornamental brass, partly furnished by conversion of the existing gas fittings. The work is being carried out under the supervision of Mr. Harding, clerk of the works of the cathedral. Naturally, the adaptation of electric-lighting to such a building as this great metropolitan cathedral, a work for which no precedent exists, has given ground for the utmost variety of opinion. Seven years ago an experiment was made in lighting St. Paul's with arc-lamps. At dead of night, that the public might suspect nothing of the startling innovation proposed, the Dean and Chapter stole silently on tip-toe into the building, and after some delay the great moon-shaped lamps suddenly blazed forth. A single trial was sufficient to condemn the arc-lamps, but even with glow-lamps there are many ways of lighting a cathedral. First of all, there is the architectural way, by which the outlines of arch and frieze and spandrel are marked by lines of lamps. This has the advantage of being the cheapest system, for the lamps can be attached direct to the cable, and no pendants or standards are required. It also shows the form and proportion of the building, in what many consider a pleasing way, but the cathedral authorities did not think the plan worthy of St. Paul's. Then there is what may be called theatrical church-lighting, in which concealed lamps throw a bright illumination upon some central point or figure. The altar of St. Alban's, Holborn, is illuminated by hidden lamps in this way, and some popular American preachers during their sermons have the lights turned low and a lime-light directed towards the pulpit, causing the congregation to see them enveloped in a sort of saintly radiance. At St. Paul's itself, when the new reredos was erected screened gas-lights were at first employed to illuminate it, but the plan was abandoned as not in the best taste. One other use of the electric-light in church we may describe as the "ecclesiastical." It is to be seen at St. Saviour's, Southwark, where imitation candles made of china have tiny glow-lamps, in place of flame. This form of altar-decoration has been rejected at St. Paul's as meretricious and gaudy, and the lights are arranged purely for congregational use. They are therefore placed—whether erected on standards or suspended from above—as nearly as possible in a plane, about 15 feet above the floor. For reading this will give the maximum effect, and although the richly-carved marble and sparkling gold incrustations of the upper part of the cathedral will not be in the most brilliant light, they will be seen as well as by the gas heretofore used. — *Boston Transcript*.





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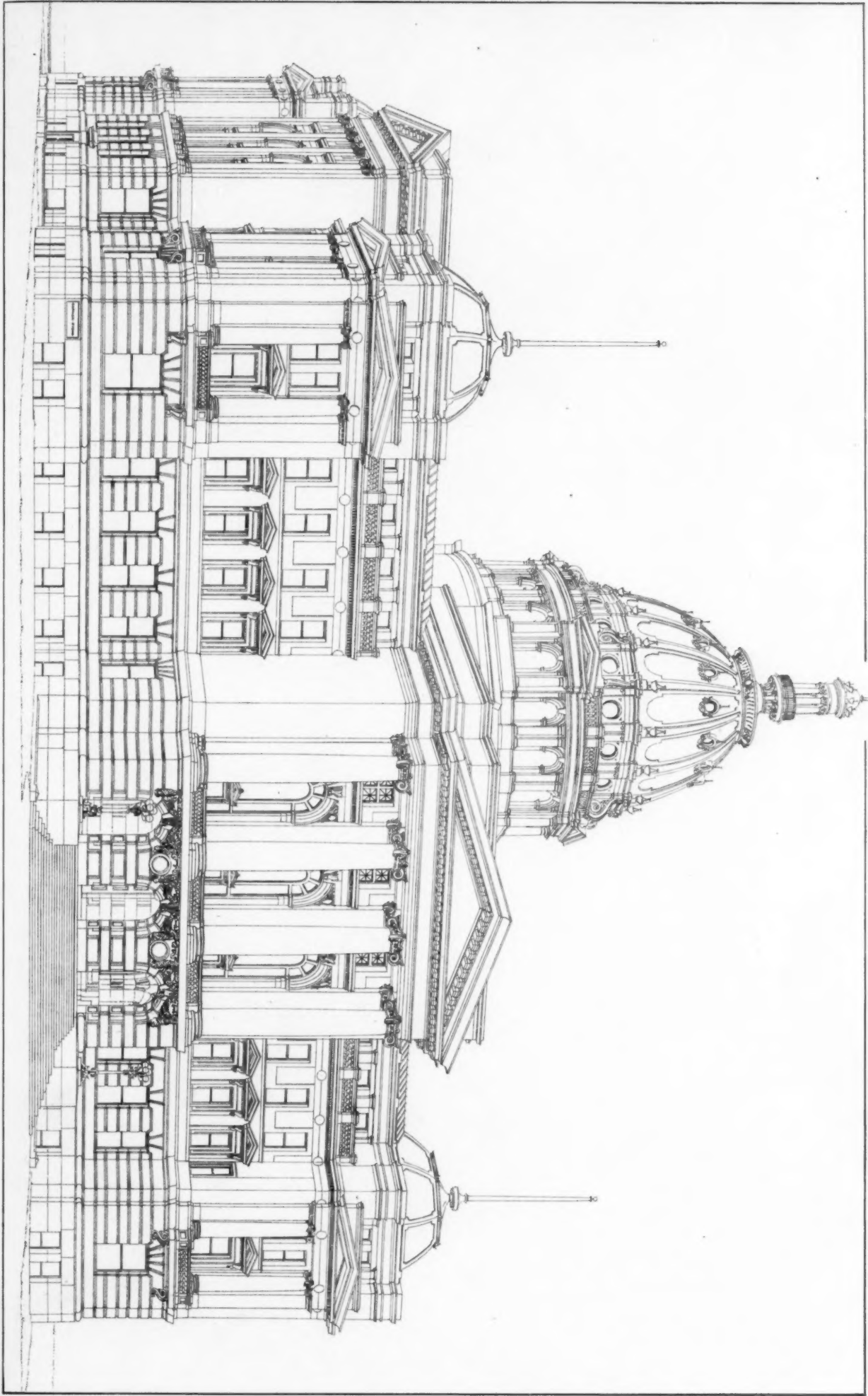
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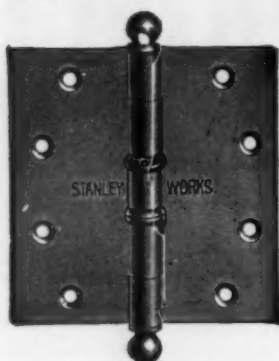
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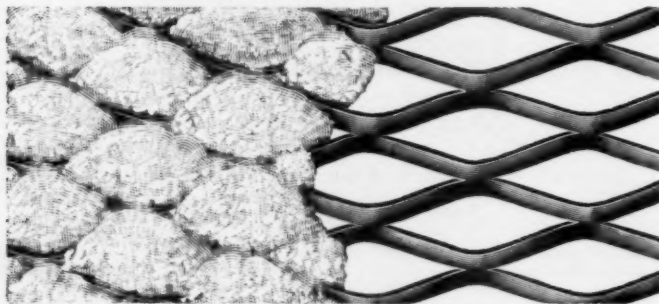
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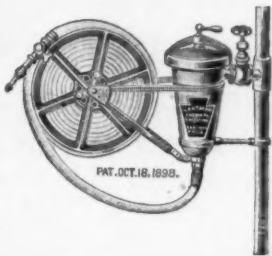
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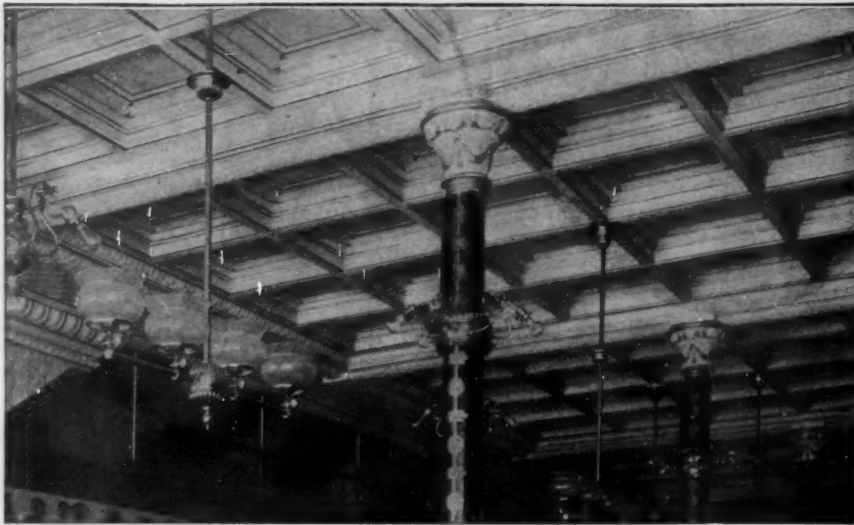
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"Hints on Travelling."—Four papers, beginning with No. 588.

"An Architectural Knockabout. I."—Seven papers [Illustrated], beginning with No. 706.
[This series is out of print.]

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"Everyday Italy."—Four papers [Illustrated], beginning with No. 1051.

"A Trip Abroad."—Five papers, beginning with No. 312.

"An Editor's Trip Abroad."—Fourteen papers, beginning with No. 548.

"A Run Through Spain."—Fourteen papers [Illustrated], beginning with No. 779.

"An Architect's Journey in Europe."—Nine papers [Illustrated], beginning with No. 50.

"An Architectural Summer School Abroad."—Ten papers [Illustrated], beginning with No. 1127.

"Spanish Architecture."—Thirteen papers [Illustrated], beginning with No. 407.

"A Corner of Old France."—Four papers [Illustrated], beginning with No. 1289.

"Italian Cities."—Thirteen papers [Illustrated], beginning with No. 637.

"A Splendid Trip," and "Sketches on the Wing."—Two papers [Illustrated]. Nos. 183 and 125.

We earnestly advise any intending traveller to read the above mentioned papers, most of which we can still supply.

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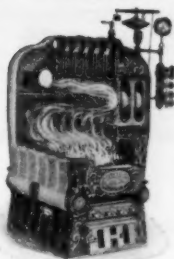
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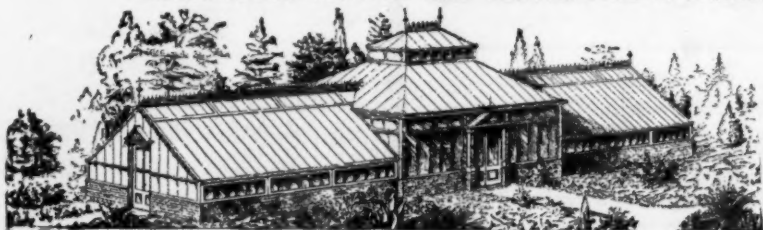
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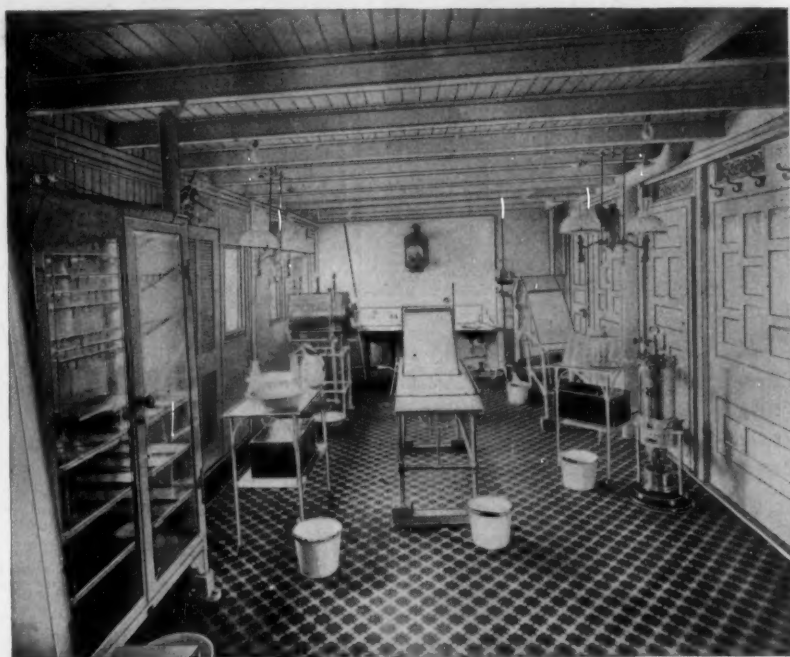
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BUILDING INTELLIGENCE.

(Reported for the American Architect and Building News.)

[Although a large portion of the building intelligence
is provided by their regular correspondents, the editors
greatly desire to receive voluntary information,
especially from the smaller and outlying towns.]

ADVANCE RUMORS.

Albany, N. Y.—M. T. Reynolds, 59 N. Pearl St., has
drawn plans for a twelve-story granite and brick
building, to be erected at State St. and Broadway,
by the Albany Trust Co., at a cost of \$150,000.

Albert Lea, Minn.—The First National Bank will
erect a two-story brick and terra-cotta building, 46'
x 80', at a cost of \$25,000. Plans by Harry W. Jones,
916 Lumber Exchange, Minneapolis; cost, \$25,000.

Alexandria, Va.—A charter has been obtained from
the Corporation Court for the Alexandria Iron
Works, in which Alderman Curtin, Calvin Butts,
A. D. Brockett and C. E. Butts are the incorporators.
The new company will enlarge the iron works
established over 50 years ago by Thomas Jamieson
& Co., at Royal and Wilkes Sts. The capital stock
of the new corporation will be over \$30,000.

Amsterdam, N. Y.—The New York Central Iron
Works Co. contemplates removing its plant from
Geneva to this city. The people here agree to put
up a modern plant, and to increase the capital stock
from \$100,000 to \$165,000.

Attleboro, Mass.—The officials of the Mossberg
Wrench Co., a concern which has been located here
for the past ten years, are considering the erecting
in Pawtucket, R. I., of their new plant, plans for
which have already been prepared.

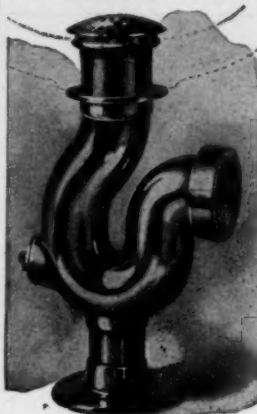
Baltimore, Md.—Architects Parker & Thomas, 1
Somerset St., Boston, are receiving bids for the new
bank building to be erected in this city for the
International Trust Co. Will be built of brick and
stone, one-story and basement, 54' x 110', and cost
about \$100,000.

Glidden & Moyers have prepared drawings for a
seven-story apartment-building to be erected on
Eutaw St., near Dolphin. It will be 25' x 125', con-
structed of brick, stone and terra-cotta, and will
cost \$150,000.

The Safe Deposit and Trust Co. will double the
size of its present building, 13 South St., by erect-
ing a building on the adjoining lot and making the
two into one big office. The company has purchased
the properties 9 and 11 South St., the former of
which is occupied at present by Messrs. Humbleton
& Co. and the other by the banking firm of Robert
Garrett & Sons. It is the intention to begin build-
ing on it as soon as the leases on it have expired,
which will be in a few months. The new building
is to conform to the style of the present Safe Deposit
and Trust Building—red brick with stone trim-
mings and one-story in height—and the interior
decorations are also to be similar. Messrs. Baldwin
& Pennington, who were the architects for the
present building, will have charge of the plans for
the improvement.

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BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

Beverly, Mass.—It is rumored that the Consolidated
Shoe factory is making negotiations for land upon
which to build a mammoth plant.

Boston, Mass.—It is stated that the society of the
Church of the Disciples, located on W. Brookline
St. and Warren Ave., are looking for a site upon
which to erect a new church.

Braddock, Pa.—President Schwab, of the United
States Steel Corporation, has promised to give \$70,-
000 toward building a new church for St. Thomas's
Roman Catholic congregation.

Cambridge, Mass.—The J. S. Bell Confectionery
Co. will be ready soon for figures on the erection of
a four-story brick factory, 40' x 80'.

Chicago, Ill.—Tentative plans are again being dis-
cussed by the Young Men's Christian Association
toward the erection of a new building in Hyde Park,
to cost in the neighborhood of \$100,000. The loca-
tion will be near Washington Ave., between 51st
and 55th Sts. The new structure will contain from
75 to 100 living-rooms, a restaurant, gymnasium,
bowling-alley, swimming-pool, library and enter-
tainment hall. No architect has been engaged.

Artists, sculptors and illustrators of this city are
contemplating the erection of a club-house, which
will cost the sum of \$100,000. The edifice is to be
constructed by the Society of Chicago artists. Pre-
liminary plans have in view a structure modelled
after the Sally Grundy Club, of New York, and the
Boston Art Club. A site for the club-house is under
consideration in Michigan Ave. Its exact location
has not been divulged, but is said to be not far from
the Fine-Arts Building and the Auditorium. O. D.
Grover, Ralph Clarkson and Lorado Taft, all of 203
Michigan Ave., have the matter in charge.

Members of the Physicians' Club are considering
the project of erecting a \$100,000 building in the
downtown district, which will be used as an office
structure by doctors. Dr. L. H. Mettler, 100 State
St., is secretary of the organization.

Trustees of the Unity Church, Dearborn Ave. and
Walton Pl., are considering the project of selling
that structure and erecting a new edifice on a site
to be selected on the North Side to cost about \$200,-
000. Among those who have the matter in charge
is Eugene S. Talbot, 103 State St.

Rev. P. D. Gill, pastor of Our Lady of Mount
Carmel Church, Biswell and Wellington Sts., has
commissioned Henry Ives Cobb, 100 Washington
St., to prepare plans for a \$200,000 edifice for that
congregation.

Coahoma County, Miss.—A company including
Stuyvesant Fish, of New York, J. C. Wellington and
J. T. Harrahan, of Chicago, and other Chicago
and New York capitalists, has bought 10,000 acres
of land here, with a view of developing it into a
model plantation. The investment already repre-
sents an outlay of \$300,000.

Davenport, Ia.—Frank V. Newell, 73 La Salle St.,
Chicago, has drawn plans for a \$200,000 fireproof
hotel, which will be erected at 2d and Perry Sts.
Structure will be 135' x 146', five stories high, of
pressed brick with terra-cotta trimmings.

Duluth, Minn.—J. J. Wangenstein, 403 Providence
Building, has drawn plans for a four-story brick
business building, 100' x 100', to be erected at Michi-
gan St. and Lake Ave., by Samuel Loeb, at a cost of
\$30,000.

Dwight, Ill.—Julian Barnes, New York Life Build-
ing, Chicago, has been commissioned to prepare
plans for a three-story fireproof hotel and other
buildings which will be erected here by the Keeley
Institute to replace those destroyed by fire last
month. Plans will provide for a hotel of steel con-
struction. Another of the buildings will be a two-
story electric-lighting plant of practically the same
materials as the hotel. It is also likely that addi-
tional structures, including a laboratory, club-
house, office, laundry, etc., will be erected later.

Erie, Pa.—The erection of a new hotel, costing
\$250,000, is contemplated here. Francis L. Hoff and
Mr. Rowe, of Buffalo, interested.

Fall River, Mass.—It is announced that another
mill is to be added to the Fall River Iron Works
Plant.

The corner-stone of the Bradford-Durfee textile
school was laid recently by President Leontine
Lincoln, of the Board of Trustees. There were
present only representatives of the trustees, City
Council and a few citizens.



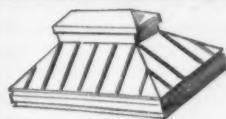
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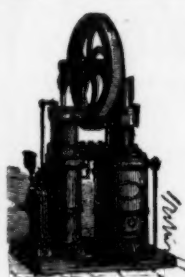
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BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

Haverford, Pa.—Cope & Stewardson, 320 Walnut St., Philadelphia, have made plans for a one-story brick and stone assembly hall, 60' x 135', for Haverford College, to cost \$250,000.

Houghton, Mich.—Preliminary plans have been made for an armory and theatre building to cost \$60,000. The armory will be built for the Houghton Light Infantry and will be 62' x 80'.

Jackson, Miss.—Howard Cole, Vicksburg, contemplates the erection of a \$100,000 hotel here.

Manchester, N. H.—The Jewish residents of this city have decided to have a synagogue of their own, and have purchased the premises of Mrs. Chas. H. Uhlig, 94 Laurel St. The building of the synagogue will begin as soon as the ground is in proper condition and will be completed during the summer.

McKeesport, Pa.—The erection of a new church, costing \$35,000, is contemplated by members of the First Baptist Church.

Meridian, Miss.—Plans have been drawn by Krouse & Hutchison, 403 Twenty-third Ave., for a two-story stone and pressed brick school-house, to be erected at a cost of \$25,000.

Mobile, Ala.—Contract will shortly be let for the construction of the Providence infirmary building. It will be three stories high, of marble, iron and stone, have tile roof, etc.; cost, \$50,000.

Nashua, N. H.—The American Radiator Co., of Chicago, with a capital of \$1,000,000, has leased for five years the property of the Boston & Maine railroad whereon is located the old Concord railroad freight house. It is reported that this company is to erect an immense warehouse as well as a plant for finishing radiator castings.

New Britain, Conn.—Plans are ready for the new Landers, Frary & Clark factory to be built on Winter St. The building will be of brick, 196 feet long, 75 feet wide, and two stories high. The company also has under consideration the erection of a four-story factory to be used mainly as a foundry.

Plans have been completed for an immense factory to be erected by the New Britain Machine Co. this spring. The new building will double the manufacturing capacity of the concern.

New Brunswick, N. J.—Johnson & Johnson have awarded contracts for an addition to their cotton-mill, a building three stories high and to cost \$25,000.

New London, Conn.—Plans by Architects Donnelly & Hazeltine will soon be ready to figure for the proposed new Hempstead St. School; cost, \$45,000.

New York, N. Y.—James B. Haggin will erect a \$1,500,000 mansion at 5th Ave. and 63d St. At a recent meeting of the members of the Lambs' Club, the sum of \$169,000 was subscribed toward the erection of a club-house.

Polstein Bros., 120 Bible House, will erect 2 six-story brick flat buildings, at a cost of \$74,000, after plans by George F. Pelham, 503 Fifth Ave.

The George A. Fuller Co., 137 Broadway, this city, and Marquette Building, Chicago, Ill., has secured the general contract for erecting a ten-story building for Simpson-Crawford Co., after plans by William H. Hume & Son, 1 Union Sq.; cost, \$350,000.

A citizen of New York has offered to donate a plot of land on 114th St. to the New York City

BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

Chapter, Daughters of the American Revolution, on condition that they erect a \$50,000 building. Mrs. Donald McLean, regent.

J. Pierpont Morgan is reported to have bought 35 E. 36th St. It is said that this purchase gives to him all the parcels which he desires for a site for an addition to be built to his house. If the report is true, Mr. Morgan now owns every house on the north side of 36th St., between Madison and Park Aves.

The \$200,000 has been raised which will secure John D. Rockefeller's gift of a like amount to Barnard College. A further contribution of \$50,000, which will also be duplicated by Mr. Rockefeller, has been made by "an anonymous friend of education."

North Adams, Mass.—The North Adams Gas Co. is to build an addition to its plant. The building will be of brick, 30' x 40', and two stories high.

Northeast Carry, Me.—A new three and one-half story frame hotel is to be built here by the Seabrook Club at a cost of \$25,000, to replace the one destroyed by fire.

Oli City, Pa.—C. W. Terry, First National Bank Building, has completed drawings for a \$25,000 church for the Lutheran congregation.

Peace Dale, R. I.—Plans are being figured for the Peace Dale, R. I., Co.'s new factory building. It will be of stone, three stories, 50' x 100', and will cost \$50,000.

Philadelphia, Pa.—The Bradford Mills of J. & J. Dobson, Germantown, will be enlarged; cost, \$20,000.

The Davies Mfg. Co., a firm recently organized for the manufacture of upholstery fabrics, has purchased land for a plant, and will begin the work of construction very soon.

John R. Wiggins has posted plans from Otto Strack for converting the Elkins mansion, on Broad St., above Girard Ave., into a modern apartment-house. Seven stories will be added to the present three-story brownstone structure, and the interior will be entirely remodelled.

Permit has been given Jas. Arthur for an operation of 76 dwellings in West Philadelphia. They will be located on Cherry, Wanamaker, Hobart, 58th and 59th Sts., and will all be of brick, three stories in height, 15' x 27' and 11' x 12'. The total cost of the work will be \$155,000.

Isaac Duane has been granted a permit for an operation of 116 dwellings in West Philadelphia. They will be located on Gray's and Glenmore Aves., between 61st and 63d Sts., and will all be of brick, two stories in height, with average dimensions of 15' x 50'. The total cost of the work will be \$169,000.

E. F. Bertolett has completed plans for the proposed apartment-house to be erected for F. A. Poth, at 36th St. and Powelton Ave. The building will be complete in every respect and will cost over \$500,000.

W. J. Grubler will build a three-story stone dwelling, 36' x 56' and 24' x 50', at the corner of Chelton and Wissahickon Aves., for H. Hathaway. It will cost \$20,000.

The George A. Fuller Co. has a permit to erect a storage house and flour mill at Green Street Wharf for Alexander Kerr & Co. The plans provide for an eight-story fireproof structure, 150' x 183', and a

BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

three-story storage pier shed, 60' x 72' and 72' x 280'. The cost of the entire operation will be \$400,000.

Philip Halbach has been granted a permit to make extensive interior alterations, including new stairways and elevators, to the large building at the corner of 11th and Market Sts., for N. Snellenburg & Co. The work will cost \$25,000.

Benjamin Ketcham & Sons have been awarded the contract for the additions to the A. M. Collins Manufacturing Co.'s plant, at Columbia Ave. and American St. The work will cost \$30,000.

J. Sims Wilson has been granted a permit to erect the proposed addition to the Samaritan Hospital, at Broad and Ontario Sts. Architects Moses & Crump designed the structure, which will be of brick and stone, three stories in height, 43' x 85' and 50' x 50', and will cost \$25,000.

The Real Estate Trust Co. has sold to George C. Boldt property on the south side of Walnut St., near Broad, for \$100,000. This lot and the adjoining properties at Broad and Walnut Sts. will be occupied by the magnificent new Stratford Hotel.

When the central branch of the Young Men's Christian Association has secured a suitable site it will erect a new building, which will be the finest of its kind in the country. The cost is expected to be about \$800,000.

Provost Harrison has announced several additional gifts to the new University buildings, aggregating a total of \$30,000. As usual, the names of the donors were withheld. Two gifts, one of \$10,000, and another of \$5,000, were made to the new Medical Laboratory Fund, and \$5,000 to the new Engineering Building.

F. K. Stahl & Co. have broken ground for an operation of 29 dwellings in Germantown. Thirteen 10-roomed Colonial houses will be built on Chelton Ave., below Chew St.; one 12-roomed stone house at the corner of Chelton Ave. and Boyer St., 14 two-story houses on Boyer St., and one stone house at the corner of Boyer and Woodbine Sts. The total cost of the operation will be \$70,000.

Builders Machin & Brown have been granted a permit for the erection of the proposed eight-story brick apartment-house on the site of the old Tabernacle Baptist Church, Chestnut St., above 18th. The work, which will be begun in a few weeks, will cost \$400,000.

Pittsburgh, Pa.—Egan & Prindle, 85 Dearborn St., Chicago, after a competition with leading eastern architects, have been commissioned to prepare plans for St. Paul's Roman Catholic Cathedral, erected by the Right Rev. Richard Pheasant, D. D., at a cost of \$600,000. It will be 128 feet wide across the transepts by 200 feet deep, inside measurements. The exterior will be of cut stone. Just what stone will be used has not been decided upon.

The Pittsburgh College of Pharmacy will erect a four-story brick building at Viceroy and Pride Sts., to cost \$25,000.

Beezer Bros., 6202 Penn Ave., have completed plans for the Allegheny General Hospital. The buildings will cost \$325,000.

Pittsfield, Mass.—It is reported that the Pittsfield St. Railway Co. has secured an option on about 17 acres of land in the rear of their former car-barns on Seymour St. The company will build on a part of the tract a handsome and commodious power-house, plans for which will soon be prepared.

Portland, Me.—Bishop Codman of the diocese of Maine has plans in view for the improvement of St. Luke's Cathedral. He proposes in the near future, and has obtained the permission of the cathedral chapter, to pull down the house on the cathedral grounds formerly occupied by Dean Sills and erect in its place a fine chapel in memory of his father and mother. The new building will be erected entirely at the expense of the bishop and presented to the parish. It will probably be built of stone and it will surely be a handsome structure, which will be an ornament to that section of the city.

Portsmouth, N. H.—It is understood that the White Mountain Paper Co. has had to pay \$75,000 for the land at Freeman's Point, where it is to have its paper-mill. It is expected that constructive work will begin in a few weeks.

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BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

Pueblo, Col.—The Central Pueblo Investment Co. will build 3 business buildings, at a cost of \$50,000.

Richmond, Va.—The City Council has virtually declined to receive the \$100,000 which Andrew Carnegie agreed to give for the establishment of a public library here. A Board of Trustees was elected, but those chosen were not satisfactory and the finance committee has declined to provide the sum necessary to buy a site for the library.

The Chesterfield Apartment-building Co. will erect a seven-story brick, stone and terra-cotta apartment-building, 67' x 140', at Franklin and Shafer Sts., according to plans by Muhlenberg Bros., 513 Penn St., Reading, Pa. Cost, \$150,000.

San Francisco, Cal.—Sylvain Schmittchen, 206 Kearney St., has plans for a five-story building, to be erected at Hough and Sutter Sts. by Aronson & Metzger, at a cost of \$70,000.

Schenectady, N. Y.—Architect Penn Varney, 46 Central Sq., Lynn, has drawn plans for a modern residence to be erected here for H. S. De Forest. The first story will be of brownstone and the rest of red brick. The cost will be at least \$30,000. Contracts not let.

South Bend, Ind.—Eagan & Prindiville, 85 Dearborn St., Chicago, have drawn plans for a dormitory building for St. Mary's Academy. It will cost \$200,000.

South Boston, Mass.—The Gilmore Electric Co., 531 E. 1st St., has figures in for a brick factory at this place, five stories, 44' x 80'.

Springfield, Mass.—Plans by Architect E. J. Parlett are being figured for a new brick stable to be erected for A. B. Wallace. Will have all modern stable fittings and will cost \$20,000.

St. Louis, Mo.—George Smith, adopted son of James Smith, founder of the Smith Academy, and his wife, Persis Smith, by his will, filed for probate to-day, left \$450,000, the bulk of his estate, to Harvard University, the money to be used in building three dormitories, one to be named for himself and the other two for his adopted parents.

Mauran, Russell & Garden, Chemical Building, have plans for an eight-story business building on 12th St., between St. Charles and Locust, for the Mutual Realty Co., to cost \$450,000.

Tampa, Fla.—Newspaper reports state that negotiations are in progress by which the Tampa Bay Hotel, built by the late Henry Plant at a cost of \$1,000,000, together with extensive grounds and annex buildings, may be converted into a Jesuit college. Mrs. Plant, widow of the deceased millionaire, has proposed to Morton F. Plant, her stepson, that if he will give his interest in the property to the Catholic Church, she will do likewise and will endow the college with \$1,000,000.

Thompsonville, Conn.—The excavation is being made by the Hartford Carpet Corporation for a new building, 160 feet on Commerce St. and 60 feet on N. School St. This building will be devoted to the designing department of the corporation.

Waterbury, Conn.—Ground has been broken for a fine hotel to replace the Scovill House recently burned in the fire. It will stand one block from the city hall on W. Main St. The owners are Frank J. Luddington, a capitalist, and C. M. Truman, manager of the ill-fated Scovill House. There will be 250 rooms in the house, which will cost \$250,000.

The Franklin House, destroyed in the recent fire, will be rebuilt by a syndicate of capitalists.

A. H. Gould and A. Warren Gould, associated architects, Boston, Mass., have been commissioned to prepare plans for a four or five-story brick mercantile building to be erected at the corner of S. Main and Bank Sts. for J. B. Mullings; cost, about \$100,000.

Wheeling, W. Va.—Architect E. B. Franzheim is receiving bids on a \$50,000 apartment-building to be erected by G. R. Taylor and O. T. Rhodes, on 14th St.

Worcester, Mass.—William Allen & Sons, boiler makers, will erect a fine new office-building and storehouse at a cost of \$10,000. The building will be of brick, 120 feet in length and 40 feet in width.

ALTERATIONS AND ADDITIONS.

New York, N. Y.—W. Thirty-fourth St., Nos. 152-151, six-sty extension, & raise building; \$25,000; o., Henry Brown, Eaglesmere, Pa.; a., Alfred H. Taylor, 53 W. 33d St.

APARTMENT-HOUSES.

Chicago, Ill.—Calumet Ave., Nos. 5010-18, 2 three-sty' apts., 50' x 57'; \$40,000; o., William L. Beck, 663 Sixty-second St.; a., L. M. Mitchell, 145 La Salle St.; b., Charles J. Anderson, 514 Fifth Ave.

Grand Boulevard, Nos. 422-24, three-story apart., 48' x 115'; \$35,000; o., William Strauss; a., H. L. Newhouse, 4630 Prairie Ave.; b., Harper Brothers, 92 La Salle St.

Langley Ave. and Sixty-third St., three-sty' bk. & st. apart., steam; \$40,000; o., F. P. Burkett; a., L. Mart Mitchell.

Fourteenth St., nr. Blue Island Ave., three-sty' apart., 72' x 90'; steam; \$35,000; a., A. L. Levy, Opera-house Block.

New York, N. Y.—E. Fourth St., Nos. 310-312, six-sty' & base. bk. flat & store, 44' x 88'; \$40,000; o., Julius Weinstein, 192 Bowery; a., M. Bernstein, 111 Broadway.

CHURCHES.

Chicago, Ill.—Lexington Ave., No. 6200, one-sty' church, 72' x 100'; \$25,000; o., Lexington Avenue Baptist Church; a., L. E. Stanhope, 184 La Salle St.; b., W. A. & A. E. Wells, 1014 Monadnock Block.

CLUB-HOUSES.

New York, N. Y.—Fortieth St., nr. 5th Ave., eleven-sty' bk. & st. club-house, 50' x 88' 9", asphalt & tile



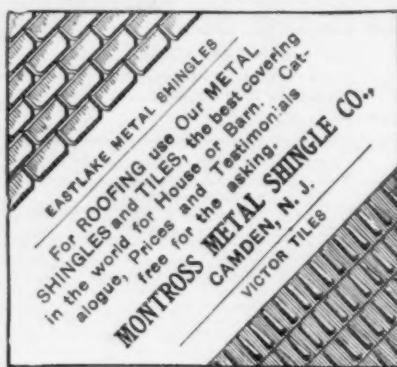
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(Club-Houses Continued.)

roof; \$200,000; o., Library Square Realty Co., 450 Fifth Ave.; a., York & Sawyer, 156 Fifth Ave.

FACTORIES.

Brooklyn, N. Y.—Flushing Ave., cor. Cumberland St., two-sty' bk. factory, 91' x 139' 4", gravel roof; \$20,000; o., Shadblot Mfg. Co., 68 Flushing Ave.; a., M. J. Morrill, 350 Fulton St.

Chicago, Ill.—Three-sty' bk. & st. factory, 38' x 273', comp. roof; \$85,000; o., Burns & Kludner Co.; a., Joseph F. Honda, Roanoke Building.

New York, N. Y.—Forty-eighth and Forty-ninth Sts., nr. 11th Ave., six-sty' bk. factory, 20' 6" x 39'; \$20,000; o., L. Peck, 125 W. 86th St.; a., H. A. Jacobs, 1133 Broadway.

Seventh Ave., Broadway and Forty-eighth St., ten-sty' & base. bk. & st. factory, 104' 5" x 112' 6" x 113' 8", tile roof; \$350,000; o., Cassatt Land Co., 72 Worth St.; a., Jas. Brown Lord, 160 Fifth Ave.

Nineteenth St., nr. 6th Ave., ten-sty' bk. factory with store, 92' x 122' 10"; \$350,000; o., Simpson-Crawford Co., 6th Ave. & 19th St.; a., W. H. Hume & Son, 1 Union Sq.

Steger, Ill.—Three-sty' & base. bk. factory, 141' x 188'; \$35,000; o., Steger & Sons Piano Mfg. Co., Jackson Boulevard and Wabash Ave., Chicago; a., Fred Ahlschlager, 70 La Salle St., Chicago.

HOTELS.

Brooklyn, N. Y.—Hicks St., cor. Clark St., ten-sty' bk. hotel, 25' x 100', tile roof, steam; \$30,000; o., Wm. Tombridge, Hotel St. George; a., M. W. Morris, 45 Exchange Pl.

New York, N. Y.—Willis Ave., Nos. 130-134, six-sty' hotel & bath building, 35' x 75'; \$85,000; o., Henry A. Gumbelton, 1280 Woodruff St.

Broadway and Fifty-fifth St., twelve-sty' bk. hotel, 77' x 86' x 75' x 105'; \$400,000; o., M. E. Clark, 1211 Madison Ave.; a., G. F. Pelham, 503 Fifth Ave.

Fifty-seventh St., Nos. 129-131, nine-sty' bk. & st. hotel, 40' x 90', plastic slate roof; \$200,000; o., Ezra R. Champion, 132 W. 47th St.; a., Hy. Andersen, 1183 Broadway.

Forty-fifth St., nr. 6th Ave., nine-sty' bk. & st. hotel, 40' x 87', plastic slate roof; \$175,000; o., Rosa Brown, 31 W. 99th St.; a., Geo. F. Pelham, 503 Fifth Ave.

Sixtieth St., nr. Madison Ave., twelve-sty' bk. & st. hotel, 62' x 88', tar & gravel roof; \$175,000; o., Alpha Realty Co., 29 Broadway; a., Raleigh C. Gilderleeve, 150 Fifth Ave.

Eight Ave., cor. 155th St., one & three-sty' bk. hotel & café, 25' x 315' x 89' 11", plastic slate roof; \$40,000; o., Louis Waldron, 216 W. 110th St.; a., John F. Kelly & Co., 1125 Broadway.

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HOUSES.

Brookhead, Wis.—Two-sty' fr. dwell., shingle roof, furnace; \$5,000; o., J. C. Murdock; a., Rawson & Paunack.

Brooklyn, N. Y.—Nostrand Ave., nr. Park Pl., three-sty' bk. store & dwell., 18' x 55', steam; \$6,000; o., Otto Singer, 671 Macon St.; a., W. B. Willis, 17 Troutman St.

Bergen St., nr. Saratoga Ave., 9 three-sty' bk. dwells., 19' 6" x 45'; \$40,500; o. & a., Jos. Saladino, 1930 Bergen St.

Ninth Ave., bet. 8th & 9th Sts., 4 four-sty' bk. dwells., 35' x 90', gravel roof, steam; \$175,000; o., Theo. Jenkins and H. Galtzka, 457 First St.; a., Parlett Bros., 26 Court St.

Clinton Ave., nr. Gates Ave., three-sty' bk. dwell., 39' x 42', hot water; \$20,000; o., Augusta C. Burger, 233 Gates Ave.; a., H. A. Walker, 31 Nassau St., N. Y.

Henry St., cor. Amity St., three-sty' bk. nurses dormitory, 40' x 75', tile roof, steam; \$40,000; o., H. W. Maxwell, 70 First Pl.; a., W. C. Hugh, 99 Nassau St., N. Y.

Nostrand Ave., cor. Park Pl., three-sty' bk. store & dwell., 37' 7" x 55', steam; \$10,000; o., Otto Singer, 674 Macon St.; a., W. C. Hugh, 99 Nassau St., N. Y.

Greene Ave., nr. Reid Ave., 2 three-sty' bk. dwells., 19' 3" x 50', steam; \$12,000; o., Phil Steingotter, 356 Bushwick Ave.; a., W. B. Willis, 17 Troutman St.

E. Sixteenth St., nr. Church Ave., two-sty' & attic fr. dwell., 24' x 40', shingle roof; \$5,000; o., J. C. Sawkins, 31 Church Ave.; a., J. A. Brock, Richmond Hill, L. I.

Ninth St., nr. 9th Ave., 12 three-sty' bk. dwells., 20' x 46'; \$78,000; o., W. H. Reynolds, 49th St. & 15th Ave.; a., B. Driesler, 1432 Flatbush Ave.

Hamburg Ave., cor. Covert St., three-sty' fr. store & dwell., 20' x 58'; \$7,000; o., A. Glond, 558 McDonough St.; a., W. Debus, 888 Broadway.

E. Fourteenth St., nr. Chnrh Ave., 3 two-sty' & attic fr. dwells., 24' x 43'; \$15,000; o., E. R. Strong, Flatbush Ave. & E. 28th St.; a., B. Driesler, 1432 Flatbush Ave.

New York, N. Y.—Westchester Ave., cor. Prospect Ave., two-sty' bk. dwell. & store, 74' x 98'; \$20,000; o., H. L. Phillips, 149th St. & 3d Ave.; a., W. C. Dickerson, 3d Ave. & 149th St.

Tremont Ave., nr. Amsterdam Ave., two-sty' fr. dwell., 15' x 52½'; \$5,000; o., James F. Maher, 228 W. 20th St.

Northern Ave., nr. 181st St., 2½-sty' bk. dwell., 44' x 50', tile & slate roof; \$20,000; o., James Harden, 230 Church St.; a., Cady, Berg & See, 31 E. 17th St.

Fortieth St., Nos. 236-238, three-sty' bk. dwell. with store, 40' x 80'; \$10,000; o., J. Weber, 213 W. 42d St.; a., Welch, Smith & Provot, 11 E. 42d St.

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(Houses Continued.)

Andrews Ave., nr. Hampden St., 24-st'y fr. dwell., 41' x 57', shingle roof; \$6,000; o. & a., Collins P. Bliss, on premises; b., W. L. Folin, Webster Ave. & 182d St.

Broadway, No. 1420, three-st'y bk. & st. dwell. & restaurant, 25' 7" x 84' & 77' 2", asphalt & slag roof; \$26,000; o., Herbert C. Pell, Tuxedo; a., Hill & Stout, 1123 Broadway; m's, Peter Schaeffer & Son, Bible House.

E. Eighty-ninth St., Nos. 7-9, 2 five-st'y & base bk. & st. dwells., 28' & 23' 1" x 90' 8" & 100' 8", plastic slate roofs; \$155,000; o., Chas. Glenn, 1854 Seventh Ave.; a., Oscar Bluemner, 160 Fifth Ave.

One Hundred and Sixty-fifth St., nr. Gerard Ave., three-st'y bk. dwell., 21' x 48'; \$7,000; o., Anna Molwitz, 2707 Eighth Ave.; a., Edwin R. Will, 1362 Fulton Ave.

One Hundred and Forty-ninth St., nr. Morris Ave., three-st'y bk. dwell. & wagon-room, 28' x 44' 8"; \$5,000; o., Nicolas Biondi, 520 E. 149th St.; a., Louis Falk, 2785 Third Ave.

River Ave., nr. 167th St., two-st'y bk. dwell., 25' x 29'; \$6,000; o., Annie Malcolm, 2189 Seventh Ave.; a., Harry T. Howell, 3d Ave. & 138th St.

Worcester, Mass. — Baker St., 24-st'y dwell., 31' x 53'; \$5,500; o., J. G. Murdock; e., Wm. F. Simonds. Vernon St., three-st'y fr. dwell., 36' x 72'; \$5,500; o., Mr. Butler, principal of the Providence Street School; a., George H. Clemence. Vernon St., three-st'y fr. dwell., 33' x 66'; \$8,000; o., Thomas W. Butler.

LIBRARIES.

New York, N. Y. — E. Seventy-ninth St., Nos. 222, 224, three & four-st'y st. front library, 40' x 82' concrete & tile roof; \$50,000; o., New York Public Library, Astor, Tilden & Lenox Foundations, 6 W. 57th St.; a., James Brown Lord, 160 Fifth Ave.; b., I. A. Hopper & Son, 160 Fifth Ave.

MERCANTILE BUILDINGS.

Albert Lea, Minn. — Two-st'y & base. bk. bank building, 46' x 80', comp. roof, steam; \$25,000; o., First National Bank; a., Harry W. Jones.

OFFICE BUILDINGS.

Minneapolis, Minn. — Fourth St., cor. 2d Ave., three-st'y bk. & st. office-building, 60' x 132', steam; \$80,000; o., E. G. Walton; a., Cass Gilbert.

New York, N. Y. — Sixteenth St. and Sixth Ave., three-st'y bk. office-building with store, 51' 7" x 59' 10"; \$20,000; o., J. R. Thomas, 515 Lexington Ave.; a., W. C. Hazlett, 1133 Broadway.

COMPETITIONS.

Boston Society of Architects.

ROTCH TRAVELLING-SCHOLARSHIP.

Nineteenth Annual Competition.

The examination for the Rotch Travelling-Scholarship will be held at the Boston Architectural Club, 14 Somerset Street, Boston, on Monday and Tuesday, April 21st and 22d, at nine o'clock A. M.

Candidates must be under thirty years of age, must have worked during two years in the employ of an architect resident in Massachusetts, and will be required to pass preliminary examinations upon the following subjects:—

COMPETITIONS.

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The Boston Society of Architects has offered the sum of \$75 as a second prize.

Candidates are required to register their names with the Secretary of the Committee three days before the opening of the examinations.

Any further information concerning the Scholarship can be obtained upon application to

C. H. BLACKALL, Secretary,
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1373

PROPOSALS.

PAVING.

[At Bradford, Pa.]
Sealed bids will be received by undersigned up to April 21st, 1902, for paving of Pleasant St., with vitrified brick, 7,013 square yards more or less. E. C. CHARLTON, city clerk. 1372

CHURCH.

[At Traer, Ia.]
Sealed proposals will be received by the undersigned until April 22d, 1902, for the erection and completion of a church building at Traer, Ia., in accordance with plans and specifications by Murphy & Ralston, architects, Waterloo, Ia. Plans to be seen at the office of said architects after April 7th, 1902, also at the office of H. L. Daniel & Co., Traer, Ia. H. L. DANIEL, secretary. 1372

SCHOOL.

[At Grand Rapids, Wis.]
Sealed proposals will be received by the building committee, to be sent to T. A. Taylor, up to the 23d day of April, 1902, for the construction and completion of a school-building at Grand Rapids, Wis., in accordance with plans and specifications which will be on file at T. A. Taylor's office on and after the 5th day of April, and at Chandler & Park, architects, Racine, Wis. Signed: T. A. TAYLOR, chairman building and grounds committee. 1372

TUNNELS AND CONDUITS.

[At Agricultural College, Mich.]
Sealed proposals for the construction of 4,000 feet of tunnels and conduits, including all materials and labor for a heating and lighting system at Michigan State Agricultural College will be received until April 23d, 1902, at the office of A. C. Bird, secretary, State Board of Agriculture, Agricultural College, Mich. Plans and specifications are on file at the office of Chas. L. Well, consulting engineer, Agricultural College, Mich. Telegraph address; Lansing, Mich. 1372

BUILDING.

[At Flandreau, S. D.]
Bids will be received by W. A. Jones, Comr. of Indian Affairs, Dept. of Interior, Washington, D. C., until April 30 for furnishing materials and labor necessary to construct and complete at Flandreau School, S. D., a brick workshop, a brick warehouse, a

PROPOSALS.

brick laundry and a water system. Address CHAS. F. PEIRCE, Supt. Indian School, Flandreau. 1373

BUILDING.

[At League Island, Pa.]
Sealed proposals will be received at the bureau of yards and docks, Navy Department, Washington, until April 26, 1902, for constructing a brick and steel building at the navy yard, League Island, Pa. Appropriation, \$57,500. Plans and specifications can be seen at the bureau or at the navy yard named. MORDECAI T. ENDICOTT, chief of bureau. 1373

BUILDING.

[At Fort Berthold Agency, N. D.]
Department of the Interior, Office of Indian Affairs, Washington, D. C. Sealed proposals addressed to the commissioner of Indian affairs, Washington, D. C., will be received at this office until April 28, 1902, for furnishing and delivering the necessary materials and labor required in the construction and completion of a water tank, engine house, etc., for the boarding school, Fort Berthold Agency, N. D., in strict accordance with plans, specifications and instructions to bidders which may be examined at this office, the U. S. Indian warehouse, 235 Johnson St., Chicago, Ill., and at the offices of the Tribune, Bismarck, N. D., the Dispatch, St. Paul, Minn., and at Fort Berthold Agency, N. D. W. A. JONES, commissioner. 1373

BUILDING.

[At Hamilton, O.]
Sealed bids are wanted until May 1 for the erection of a memorial building according to plans prepared by Frederick Noonan, of Hamilton. 1373

SEWER.

[At Adams, Minn.]
Sealed proposals for the construction of sewers, will be received at the office of the village recorder of Adams, Minn., until May 1st, 1902. The work to be done in accordance with the plans and specifications on file in said office, and at office of M. Tschirgi, Jr., consulting engineer, Dubuque, Ia. WM. W. DEAN, village recorder. 1373

BUILDING.

[At Portsmouth, N. H.]
Sealed proposals, endorsed "Proposals for Brick and Steel Building," will be received at the bureau of yards and docks, Navy Department, Washington, until May 3, 1902, for constructing a brick and steel building at the navy yard, Portsmouth, N. H. Appropriation, \$33,000. Plans and specifications can be seen at the bureau, or at the navy yard named. MORDECAI T. ENDICOTT, chief of bureau. 1374

BUILDING.

[At Annapolis, Md.]
Proposals will be received at the bureau of navigation, Navy Department, Washington, D. C., until May 14, 1902, for a marine engineering and naval construction building at the U. S. Naval Academy, Annapolis, Md. Blank forms of proposal and specifications will be furnished, and plans may be seen, on application at the bureau of navigation, Navy Department, Washington, D. C., at the U. S. Naval Academy, Annapolis, Md., or at the office of Ernest Flagg, architect, 35 Wall St., New York. A. S. GROWNIN-SHIELD, chief of bureau. 1374

PORTLAND CEMENT, ETC.

[At Boston, Mass.]
U. S. Engineer Office, Winthrop Building, Boston, Mass. Sealed proposals for furnishing Portland cement, sand and broken stone will be received here until April 28, 1902. Information furnished on application. HARRY TAYLOR, Capt. Engrs. 1374

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PROPOSALS.	PROPOSALS.	PROPOSALS.
BRIDGES. [At Decatur, Ind.] The County Auditor wants bids until April 22 for the construction of 12 small steel bridges. SAMUEL DOAK, Chairman Board of Adams County Commissioners. 1372 SEWER SYSTEM. [At Cleveland, O.] The county engineer will receive sealed bids until April 25 for completing the general sewer system. Probable cost, \$51,000. 1373 NOTICE TO CONTRACTORS. STATE CAPITOL BUILDING. [At St. Paul, Minn.] Sealed proposals in duplicate will be received at the office of the Board of State Capitol Commissioners, No. 512 Endicott Bldg., St. Paul, Minn., until Tuesday, May 6th, 1902, at 12 o'clock noon, for all labor and material required for the plastering, the ornamental iron; also until Tuesday, June 3d, 1902, at 12 o'clock noon, for the woodwork, the painting and glazing; also until Tuesday July 1st, 1902, at 12 o'clock noon, for the hardware; also until Tuesday, October 7th, 1902, at 12 o'clock	noon, for the interior stone and marble work. (Proposals for each class of work separately.) For the new State Capitol Building at St. Paul, in accordance with the drawings and specifications, which may be seen at the office of the Board and at the architect's offices on and after Monday, March 17th, 1902. Copies of said drawings and specifications may be obtained from Cass Gilbert, architect, No. 524 Endicott Building, St. Paul, Minn., or Room 704 Constable Building, 111 Fifth Ave., New York City, upon payment of the cost of such reproductions, and a deposit of \$100, such deposit to be returned to the bidder upon return of the drawings and specifications. Certified checks must accompany bids, as follows: on plastering, \$1,500; on ornamental iron, \$1,500; on woodwork, \$1,000; on painting and glazing, \$1,000; on hardware, \$500; on interior stone and marble work, \$2,500; payable to the order of said Board, as a guarantee of good faith. The right is reserved to reject any and all bids and to waive any defect or informality in any bid, if it be deemed in the interest of the State to do so. Proposals received after the time stated will be returned to the bidders. Proposals must be made in duplicate and on printed forms, which will be furnished by the Board, and must be enclosed in envelopes, sealed and marked "Proposals for (name class of work bid upon) the new Minnesota State Capitol at St. Paul," and addressed to the Board of State Capitol	Commissioners. For the Board of State Capitol Commissioners. CHANNING SEABURY, Vice-president. St. Paul, Minn., March 15th, 1902. 1372 BARRACK BUILDINGS AND POWER-HOUSE. [For the Mountain Branch, N. H. D. V. S.] OFFICE OF THE NATIONAL HOME FOR DISABLED VOLUNTEER SOLDIERS, Rooms 932-4 New York Life Building, 346 Broadway, New York City, March 12th, 1902. Sealed proposals will be received at this office until 12 M. Wednesday, the 16th day of April, 1902, for furnishing materials, labor, etc., for the construction of barrack buildings and power-house at the Mountain Branch of the National Home for D. V. S., near Johnson City, Tenn. Plans and specifications can be seen, necessary information obtained, and blank forms for proposals procured on application to this office or to the architect, J. H. Freedlander, 244 Fifth Ave., New York City, or at the office of the Superintendent of Construction near the site of the work. The Home reserves the right to reject any or all bids and to waive defects. MOSES HARRIS, General Treasurer, N. H. D. V. S. Approved: M. T. McMAHON, President Board of Managers, N. H. D. V. S. 1372

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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."

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

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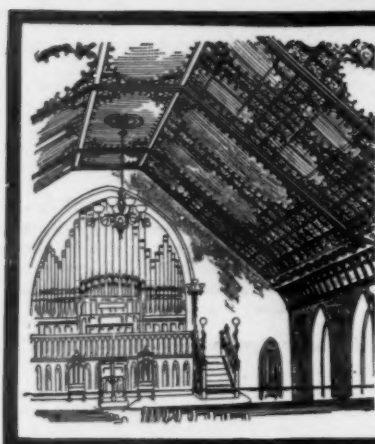
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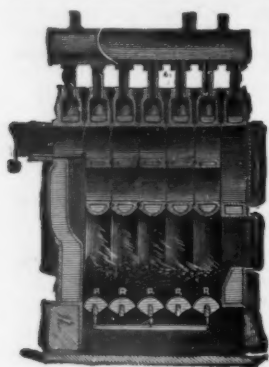
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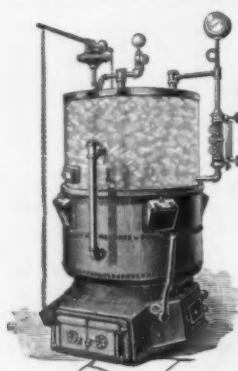
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