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WE have several times expressed a doubt whether Art Commissions, on the whole, notwithstanding the excellent intentions with which they are established, and with which they act, do much to foster the growth of good art; and some recent occurrences in New York support, as it seems to us, this view. There is no doubt of the zeal and intelligence of the New York Art Commission, but when it rejected, at one sitting, the painted ceiling by Mr. Sears in the Aldermen's Chamber in the City Hall, and five models for statues, by Mr. Martiny, for the new Hall of Records, it was to be expected that trouble would follow. In regard to Mr. Sears's picture, some of the Commissioners thought that the male figure typifying Agriculture had too tapering a waist, while others considered that a figure of a child was "not plump enough," and others still thought that the drapery of one of the female figures was of "too pronounced a red." Meanwhile, Mr. Robert V. V. Sewell, a mural-painter whose beautiful work has raised him to a conspicuous place in American art, comes to the defence of Mr. Sears, claiming that his picture is composed and worked out with a skill and knowledge which very few American artists possess, and that the draughtsmanship to which the Art Commission objected "is so good that if it were any better the Municipal Art Commission would not have known it," for the reason that only consummate artists would perceive the difference.

ARTISTS are so little distinguished for their mutual good-feeling that this generous defence of Mr. Sears by a brother mural-painter will probably please even the members of the Art Commission. Naturally, we do not undertake to decide whether Mr. Sewell or Mr. Dielman, as representing the Commission, judge most correctly of Mr. Sears's picture. The point that we wish to make is that the possibility of such a condemnation by a public commission, with the lifelong injury to reputation and income which it involves, tends strongly to keep the best artists away from public work, and thereby does more harm to American public art than can be repaired by all the Municipal Art Commissions in the country. It will be said, of course, that such Commissions are composed of men of cultivated taste, and that, if it were not for their vigilance, undeserving works would be imposed upon the public. As a matter of fact, we have heard an influential member of a Municipal Art Commission declare his complete ignorance of matters of art; and, even if such commissions were composed entirely of professional artists, their criticisms, as artists themselves will admit, would often do injustice. We should be sorry to appear as advocating a system under which ignorant pretenders could easily find employment in public work; but such a system, it seems to us, is better than one in which the best and most sensitive artists are kept out of such work by the dread, which is strongest in those whose ideals are the highest, and their self-distrust consequently greatest, of a doubtful or an unfavorable official judgment on their completed productions. After all, as Sir Joshua Reynolds said, the public is the best judge of art, and the public must form its judgment by actual comparison of the bad and the good, not by

taking some one else's word in regard to them. The main thing, so far as the American public is now concerned, is to have enough material to choose from. The periodical convulsions, by which, after a great expenditure of money, accompanied with yards of print in the newspapers, one mural painting, ten feet square, is finally fixed upon the wall of a court-room, will never produce a national art. What is needed is a universal passion for painted decoration, good, bad or indifferent, as the case may be, but free and exuberant, filling the eyes of the people with color, and their minds with the subtle charm of composition and light and shade. In this way, and only in this way, can a public be taught to discriminate in matters of art, and without a discriminating public a national art is impossible. It was not through the agency of official critics that Italy gained its treasures of art, but through the freedom with which the Italians painted wherever and whatever they chose, decorating churches, houses, porches, balconies and bridges, outside and inside, with colors and patterns, the best of which even now are the marvel of the world. So the Dutch, from the rustic habit of daubing everything with paint which, to this day, leads the burgher of Zaandam to paint the trunks of the trees around his cottage with bands of ultramarine, evolved a school of coloring which has never yet been surpassed. So, in this country, if we are ever to excel in the arts, we must use them freely, and with as little fear of criticism as possible. The Italian plasterer who models a rough cherub over a kitchen door, or the Swiss carpenter who carves grotesque heads on the ends of rafters, would be little regarded by Art Commissions, yet both of them are preparing the way for a great art which cannot be developed without them; and until our people are accustomed in some such way to the humbler habits of art, it is useless to expect any great artistic development here.

IT seems to us that a rather unreasonable elation is felt by certain journalists over the announcement that the railroads of the Eastern States, in consequence of the urgency of influential interests connected also with the United States Steel Company, have agreed to reduce freight rates on manufactured iron from the mills to the seaboard, so as to assist the Steel Trust in its alleged enterprise of "invading" the foreign metal-markets. It is asserted that the Mercantile Marine Company, which is supposed to be also controlled by the same interests, will assist in this benevolent enterprise by reducing ocean freights to a nominal figure; so that American steel, which costs more to make than German, French, Belgian or English steel, can, by making up the difference by forced contributions extracted in this way from the stockholders of the Pennsylvania and other railroads, the owners of the steamships controlled by the Trust, and the American purchasers of steel, be sold in London, Paris and Berlin without too great loss. Although American steel has been sold before in Europe at a loss, the quantity was small, but the present experiment seems to have been planned on so large a scale that every precaution must be taken, and involuntary contributions extorted from every American pocket that can be reached, in order to avoid disaster. Even then, the success or failure of the enterprise will depend, apparently, upon the disposition of one man, who is not interested in any trusts except the one which Providence has reposed in him,—to look out for the welfare of the German people. Thousands of manufacturers, including both masters and men, are anxiously watching Emperor William, to see whether he will decide to exclude by a discriminating duty what is avowedly the unfair competition of American steel, and France, Belgium and England are likely to follow the lead of a man better qualified, perhaps, than any other in Europe to foresee all the consequences of his action, as well as conscientious and resolute in doing what he conceives to be his duty.

ALTHOUGH the bluster with which the suggestion of discriminating duties in Europe against America was formerly received here has in great measure subsided, it is not likely that the deliberate exclusion of an important American product from foreign markets would be received calmly here, and sober people should be on their guard against the clamor which would undoubtedly be raised by interested parties. The fact that an effort is being made to unite all the

Continental countries in defence against American competition shows that no one country is disposed to meet alone the anticipated displeasure of the United States, yet concerted action on the part of the Continental powers would be a far more severe blow to the manufacturers of this country than the action of one alone. Even concerted European action, however, it should be remembered, would affect unfavorably only a very small number of people in this country, and would affect the rest rather favorably than otherwise. No doubt, the Steel Trust would be glad to have us go to war to protect its privilege of selling for less than a cent a pound in Berlin the steel for which it makes American consumers pay two cents, but those who would have to do the fighting, and pay the bills, might with advantage reflect now, before the noise of the drums prevents them from thinking clearly, that a European discriminating tariff against American steel, by throwing back surplus products on this country, would reduce the price to American consumers, to the relief of every man, woman and child in the United States who pays rent for a house into the construction of which iron enters; who travels, propelled by either steam or electricity, over iron rails; who consumes food, fuel or other merchandise brought by railroad, or manufactured by machinery made of iron. That the large stockholders of the Steel Trust would have their dividends reduced in such case is certain, but it is difficult to see how any one else could be injuriously affected. Even the men employed in the steel mills could hardly suffer. It is well known that the working force in the mills has already been reduced to the lowest point consistent with keeping them in economical operation, and manufacturing steel to be sold at a loss, even if the loss is small, is not likely to tend toward the raising of wages, or the employment of more men. We do not deny that the crippling of the United States Steel Company would be a public misfortune, and we are very far from wishing harm to a corporation which, whatever may be the singularities of conduct of some of its officials, has carried on its affairs with a frankness and absence of concealment which, in contrast with the underhand methods of most of the trusts, deserve the highest praise; but we do not believe that a reduction in the price of its products would, in the end, injure it, while it would benefit thousands of workmen who are now idle on account of the extravagant cost of building materials; and we are very sure that the money it would cost to maintain the war with Germany which a good many people think is likely to be declared within a few months over tariff disputes, might be spent much more advantageously, both in Germany and in this country, in studying means for extending the use of iron in construction. About fifty houses a day are built in the United States. In every one of these several tons of structural steel might be used to very great advantage, in place of wood, which is, strength for strength, more expensive than steel at normal prices, besides being very perishable, and exposed to danger from fire. Unfortunately, the methods of using structural steel in such buildings are, at present, very crude and costly. To say nothing of the expensive and unsatisfactory modes of laying floors between and over steel beams, framing is done with difficulty, finish cannot be easily or satisfactorily applied, while, in cities, the building laws hamper unnecessarily the use of iron in dwellings. All these hindrances to the use of metal in building might, with patience and ingenuity, be removed, and wood, which is for some purposes indispensable, saved for them, to the great advantage of mankind. It is to architects that the world must look for the development of the art of building in this direction, and before we begin fighting over the unfair "invasion" of their iron markets with the great and friendly nations to whom we are bound by so many ties, those men of peace might with profit be invited to coöperate in the extension of the home market, the capacity of which for iron is, as yet, very far from being developed.

THE effect of the recent labor struggles is showing itself in an unprecedented rush of workmen to Europe by all the Atlantic steamship lines. Nine thousand steerage passengers left New York last week, and it is said that one steamship, carrying a thousand in the steerage, left three hundred people, with their tickets and their baggage, on the pier, the laws of the United States not permitting them to embark more than their allotted complement. It has always been the case, in recent years, that any depression in the building trades, or any prolonged strike, sent hundreds of workmen to Europe, where, if their nominal wages were lower, living was cheap,

and employment much more constant than at home; and the international organizations, which have been the object of so much frantic effort on the part of the labor schemers for so many years, were undisguisedly intended to prevent this practice, and force the American workman out of employment to stay at home and starve, rather than compete for work with his British brother. This season, however, the movement seems to be proceeding on a far larger scale than ever before, and it is not unlikely that it may be the cause of labor troubles abroad. In the window-glass manufacture, for example, practically all the workmen in this country have for several years been Belgians, who, having utterly ruined the glass trade of their own country by strikes, left every window-glass furnace in Belgium dismantled and idle, and came to the United States, where, it is said, they allowed none but Belgians in the glassmakers' union, and allowed none but union men to work. In consequence of a quarrel between the window-glass trust and the workmen over the division of the spoils which they had joined in extorting from the public, the American window-glass furnaces were closed last March, and have not since been opened, except, we believe, in a few instances where machine glass-blowing has been substituted for the labor of men. It would not be surprising if these Belgian glass-blowers, discouraged at the prospect of the hard American winter, with little demand for glass, and machinery rapidly taking the place of men, should form a considerable contingent among the steerage passengers to Antwerp and Rotterdam, and the question of the reception which will await them among the employers whom they have ruined, and in the factories which their antics have left desolate, is an interesting one.

IN Chicago, where the history of organized labor is rapidly receiving additions, a union which happened to possess a corporate charter has been found guilty, in its corporate capacity, of wilfully disregarding the order of a court, by picketing certain printing-offices, against which a strike had been declared, and knowingly and maliciously, through members of the corporation, intimidating and interfering with persons employed in such offices. The statute provides that such offences shall be punished by a fine of not more than five thousand dollars; but, as sentence has not yet been imposed, the amount of the contribution which the corporation will have to make to the County treasury is unknown. Whatever it may be, the members of the union have reason to congratulate themselves on their charter, as, under it, each member can only be held to pay his share of the fine; while, without a charter, every member would be individually liable for the whole amount.

MR. A. C. CHENOWETH writes to the *New York Times* an interesting account of the origin of the Central Park. The death of Mr. Andrew H. Green, for many years Park Commissioner, has given occasion for the assertion that the idea of reserving a space for a large park in New York was due to him; but Mr. Chenoweth shows that Gouverneur Morris, before Madison Square was laid out, publicly advocated the formation of a park half a mile long, extending from Twenty-third to Thirty-fourth Street, and bounded by Fifth Avenue on the west, and Madison Avenue on the east. His idea proved popular, but the public was not prepared for so extensive a scheme, and Madison Square, as now laid out, is only half the size originally proposed. A little later, in 1849, some one whom Mr. Chenoweth calls "a Mr. Downing," presumably A. J. Downing, the landscape-gardener, to whom this country owes a debt of gratitude, wrote from London to the *Horticulturist*, urging the necessity of setting apart a large tract, to be forever kept open for the benefit of the people of the great and growing city of New York. This suggestion attracted much attention, and Fernando Wood, a noted politician of the day, thinking that he saw political capital in it, made it an important element in his campaign for election as Mayor of the city. He was defeated, but the successful candidate, on entering upon his duties, appropriated his opponent's views, and officially recommended the purchase of land for a park. The tract first chosen was what is known as Jones's Wood, on the East River; but, owing partly to the intelligent remonstrances of Mr. Fernando Wood, the vote was rescinded, and the territory now included in the Central Park was condemned and purchased, Washington Irving being one of the Commissioners for the purpose. This was in 1853, and the improvement of the ground was at once begun, and continued until the present magnificent park was complete.

RECENT DISCOVERIES AT POMPEII.

THE city of Pompeii presents so vast a field for the researches of savants and artists that the whole life of a man of talent hardly suffices to penetrate the mysteries enclosed by its ruins, and long apprenticeship is necessary to study with any profit the relics of the ancient cities of the Vesuvian provinces, for they always differ notably, and sometimes radically, from those that are found at Rome and in other cities where we still see the monuments of the Classic school. The temples of Rome, the imperial forums, the palaces on the Palatine form the most complete and most perfect group of monuments in the Classic style; they still stand, after twenty centuries, and transmit to generations a reminder of Roman grandeur, while Pompeii only recalls to our memory what there was that was brilliant, luxurious and graceful in the Roman world, a world which was unwilling to acclimatize in the colonies founded on the smiling slopes of Vesuvius the majesty of the porticos and the solemnity of the façades which it preferred to reserve exclusively for the metropolis.

The Romans, while they were creating the most noble of architectural styles for the city to which were to lead all the threads of their world power, where the richness of far-off provinces should be discharged, where the all-powerful government of the empire must find its seat, the Romans, I say, built their country villas, as at Pompeii, Herculaneum and Stabia, in a style expressly created to properly enframe and accommodate itself to all the little exigencies of a sojourn during which one desired to forget business affairs and enjoy life to its full. On the imperishable lines of Roman architecture, upon the impeccable trunk of Classic art, architects grafted new inspirations and opened wide the doors of their knowledge to Hellenic influences, which reached them through Magna Græcia, and, as well, to the budding suggestions of Oriental art. Dazzled by the richness of the country, possessed and ravished by the warm tones of heaven, of the ocean, and of the luxuriant foliage of the Campagna, they introduced into the ornamentation of their dwellings this Pompeian painting whose delicate illuminations have preserved beneath the lava their ancient brilliancy, their pristine freshness.

Pompeian science — which, in archæology, forms a separate branch — is hardly the concern of a dry-as-dust savant, a cold calculator, a patient investigator, such as those who exhumed with such brilliant success the remains of the ancient peoples of Asia Minor and Mesopotamia. To be able to study Pompeii, to have a right to call one's self "pompeianiste," one must be a savant, but, more than that, one must be an artist; it is well that one should excel in abstract researches, yet, more than this, it is necessary to have acquaintance with the Muses.

The part of the city which is already freed from its shroud of lava is, in all probability, the part richest in monuments and sumptuous dwellings, but there still remains to be explored vast quarters which are capable of yielding us many a surprise, and considerably enriching the artistic treasures of Pompeii.

At the present time, the exploration of the last portion of the city is going on, that part which stretches out towards Vesuvius. Discoveries that are important and wholly un hoped for have already crowned the most recent excavations. These concern the quarter that the archæologists, who have divided the entire group of Pompeian buildings into five regions, call the Fifth Region. In large part it consists of small and cheap dwellings, where no article of great value can exist: some of these habitations even lack the utensils of first necessity which have been found in all the others. The quarter is intersected by extremely narrow alleyways that are almost impassable. It must therefore have been inhabited by the people of the poorest class, just as the faubourgs which were discovered two years ago near the shore, at the mouth of the Sarno (a little stream which descends from the mountains enclosing the Campagna), sheltered fishermen and peddlers who counted on the trade of travellers as they passed along southward. The extreme poverty of the little faubourg of the Sarno did not prevent that the excavations there should yield excellent results, for it was towards the sea and the harbor of the Sarno that the inhabitants of Pompeii took their flight. Was not there found under a portico the remains of a sumptuous cortege, in which they undertook to discover, in a certain skeleton, the last remains of the naturalist Pliny the Elder?

Upon the other hand, the Fifth Region, being the nearest to Vesuvius and most exposed to danger, inhabited by people who were not tempted to linger there in order to save their belongings, is almost completely barren. As to actualities, here are a few facts concerning the latest discoveries which have been made here, and which as yet are known to only certain archæologists. In this quarter, the frescos, that luxury which no Pompeian denied himself, have only a feeble interest. Often, we see on the walls only a simple skimming of mortar. Sometimes the proprietor, unable to resign himself to the tediousness of seeing his flat and gray walls, undertook to decorate them, and his rude and unskilled hand has traced here foliage or other ornaments, painted in black. Elsewhere, without much success, they attempted a higher grade of work, and left on the white partitions of the triclinium or the cubicle, monstrous figures to which only out of regard for their unfortunate authors can be accorded the name of human figures.

At the same time, this unfavorable judgment should not be extended to the entire quarter, for, amidst these modest habitations, there is one which, without being very large, can pass as being very beautiful and recompenses largely all the efforts which these last excava-

tions have entailed. This is the house of Lucretius Fronto, with which we will concern ourselves farther on.

In the extreme portion of this Region, at the very end of the city and, to be precise, in the poor house of Pagus Augustus Felix Suburbanus, they have discovered, at the depth of 30 centimetres, in a room which probably served as the workshop of a blacksmith or locksmith, the statue in bronze which is here reproduced (Fig. 1). The right arm was missing, as well as the left eye, and was only discovered when the trenches were carried down to the level of the house floor. The statue, which is 1.75 metre in height, is of bronze, and represents an ephebe, a subject for which the sculptors of the time had a marked predilection, apparently always using the same model — a fact which gives their work a uniformity, or, at least, a striking similarity. In the representation of masculine beauty, especially when it was a matter of focusing in the form of a young lad the charm of youth, Roman artists never were willing to widely depart from sober lines and the calm and noble movement which assimilates their creations to the statues of the demi-gods. The statue which concerns us has the purity of lines and sobriety of gesture of the most beautiful statues of the first epoch: we see in this work that the author was much nearer to the school of archaic Greek work than to the school of Classic Roman work. The attitude is noble, the profile pure, the aspect worthy and serious, as in the statues of the purely Grecian masters.

But there is more: the ephebe of Pompeii is not a distant cousin of the Greek ephebes; he can pass for a belated reproduction of

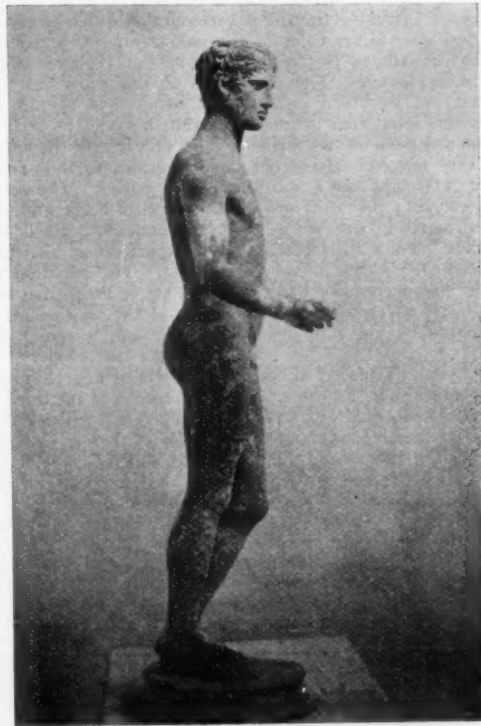


Fig. 1. An Ephebe.

that ancient type of youthful citizen whose features have been fixed by Miron and who is now known by the name of the "Ephebe of Miron." The little idol ("Idolino") at Florence is itself a reproduction of this same theme, to whose charms the greater part of the ancient sculptors yielded. The influence of the Greek artist is manifest, for these two reproductions, this at Pompeii and that at Florence, admirably resemble one another, not only in their general lines, but in their determined sobriety of movement, in their simplicity of form, which is neither austere nor *molle*.

This discovery of the ephebe of Pompeii has, in a certain part of the artistic world, aroused a veritable enthusiasm. It is really one of the most fortunate of finds that have been made in these later years; but this is far from saying that nothing like it has ever been seen. The statue has a certain importance in so far as it reproduces a very old type. Intrinsically, it is far from perfection and its value is open to discussion. For instance, the way the shoulders are attached is hardly harmonious; in the profile there is crudeness and imperfection which make one think that the author was vainly attempting to reproduce the features of the Greek model; the dimensions of the pelvis are not in proportion with those of the thorax; in short, it seems to be a provincial copy after a good model. The mere fact that this bronze statue was covered, by a process which was not applied to art works of great value, with a plating of silver, sufficiently proves that we are not in the presence of a work of peerless worth.

But let us pass now to discoveries which are more remarkable. As we have already said, the Fifth Region was void of all the objects which have been found in the other houses of the city. By a hazard which cannot be explained, seven skeletons, forgotten in these quarters, have been found in a room opening on the gardens of the house of Lucretius Fronto, which made a portion of the Fourth Island of the Fifth Region. It is customary in the world of the Pompeians to designate the houses excavated by the name of their proprietor. In this case, the name of Lucretius Fronto has come down to us through numberless pencillings on the wall. One of these inscriptions, found on the wall of a cubicle, contains these words: "M. Lucretius Fronto, vir fortis."

The house is not large, but the arrangement of the rooms, the harmony of the ensemble, the elegance, the distinction, the good taste of the decorations, the importance of the frescos, place it in the first rank of the private houses of Pompeii.

The vestibule, of which the pavement slopes toward the street, and whose walls are covered with a rude plastering, opens on the atrium. This atrium, of the style called *tuscanicum* (Fig. 2) [See Illustrations] is of very regular dimensions. The soil is beaten, and sown with little stars of white marble which have geometrical designs. One would say, on beholding these beauties of art scattered on the black background, that a harvest of blossoms had been scattered with knowing irregularity over a black surface. Here is one of the secrets of Pompeian art: to ally colors—some colors at least—in such a fashion as to produce the most unexpected, the most charming, effects.

In the middle, is dug a rectangular impluvium. The bottom and borders are of worked white marble. All about runs a band of black-and-white mosaic which sets off the whiteness of the marble and forms an agreeable transition between the brilliancy of the impluvium and the sombre color of the pavement. A pretty marble table, with cannellated feet terminating in lion's claws, is placed beside the impluvium. The decoration of this room has a black background cut by broad light-colored bands, and in the panels formed by this framework animals are painted.

Two cubicles open on the atrium. The first is near the vestibule. As it is very meagrely decorated, and, moreover, as it is near the kennels, it is thought that it was used by the porter. The second is rich and elegant; the walls are decorated with black and yellow panels, enlivened in slender Egyptian colonnettes. Each of the black panels bears a little composition. Apart from this, there is nothing particularly new or very interesting. The partition where the cubicle must have been has a niche which, in Pompeian houses, takes the place of an alcove. The stucco of the rear wall is worn and discolored by the rubbing of the body and covering of the sleeper.

The tablinum is placed opposite the entrance and back of the atrium, as appears in Figure 2. The decoration, in the third style, is of extreme fineness. The walls are divided into great rectangular panels by broad bands and by garlands of flowers, leaves and fruits, which are superposed and enlivened with one another so as to form an attractive composition. Above the garlands and panels, are sketched conventional landscapes in which architectural composition dominates. In every case the best painting is within the panels. Those which occupy the side walls only bear little landscapes, very well handled, but which do not deserve a long analysis, while there is to be found on the central panels two compositions which can be classed among the finest of Pompeian paintings. One



Fig. 3. Venus and Mars: a Wall Painting.

represents a recognizable subject to which we shall refer later: Dionysus and Ariadne on a car. But let us turn to the panel on the northern wall (Fig. 3). This scene represents Venus and Mars. Venus at the left, on a seat with a back, her face turned towards the spectators, wears a diadem, ear-rings and bracelet (*armilla*)

on the left wrist; her body is enveloped in a yellow chiton and is wrapped in a grand purple mantle which only allows to be seen the left shoulder and a portion of the chest; her right arm is wrapped up in the cloak. Venus is striving to restrain Mars with her left hand while he bends to kiss her. Mars wears a golden helmet, with red crest, and a blue chlamys. The right-hand portion of the painting is taken up with two female figures, the nearest one wearing a yellow and violet chiton, with green cloak. The painter has attempted



Fig. 5. Bronze Monopode.

a combination with which he has succeeded very fairly by drawing this figure with her shoulder turned towards the public and her hands crossed over her knee. The other female wears a light-colored chiton and grey mantle, but she is in large measure concealed behind her companion. Between the two groups, Cupid stands upon a step; he is entirely nude, save for a blue chlamys. He carries his bow in both hands and is turning towards the group formed by Venus and Mars.

In the second plane behind the five chief personages, is a bed with violet-colored mattress, with red and yellow stripes, with the head upon the right hand, occupying the full width of the fresco; behind the bed, three figures fill the background. That in the centre, by its brown coloration, seems to be a masculine figure; of the two at the sides, the nearest is drawn almost in profile; its head is bound with a grey band, while the third, clad in a violet-colored chiton, is shown full-front. Finally, the scene depicts a chamber, the ceiling of which is sustained by two columns.

Notwithstanding the somewhat harsh and naive character of the physiognomies, in spite of the awkwardness of Venus and her companions, this fresco has real merit; the general composition is good, the grouping is agreeable and in poetic accord with the mythological legend. In certain things, as, for instance, in the pose of the little Cupid, the author gives proof of incontestable talent.

From the tablinum, we pass to the garden, (Fig. 4) [See Illustrations] which is not large and which, unfortunately, has been robbed of all the ornaments which give the characteristic charm to Pompeian gardens. Here there are no fountains, no satyrs, no Cupids from which issued fountain-jets of which the murmur no longer enlivens these ruins. There are a few plants which have been recently set out in the garden to restore in some degree its ancient character. The wall which surrounds it is ornamented with frescos representing hunting scenes—the pursuit of lions, tigers, etc. Before a portico—of which there remains only three columns—paved with masonry, and which formerly served as entrance to four chief rooms, rises, or, to speak more exactly, used to rise, a summer triclinium and a few other rooms which served for the functions of daily life, such as kitchens, cellars, offices and sleeping-quarters for the slaves.

In these rooms, nothing has been found except seven skeletons which the catastrophe has left in one of these entrance chambers, to prove to us that no one was spared at the time of the disaster.

At a little distance from the house of Lucretius Fronto, in the Third Island, the investigations of the archaeologists have been more fruitful. In a building of shabby aspect, they have brought to light a kind of gueridon of bronze (Fig. 5), supported by a monopode, the lower extremity of which is finished with lion's claws, while the other extremity is crowned by a calyx of acanthus leaves. From this calyx, in light and graceful pose, issues a winged Cupid. His left hand holds a shell (*concha Veneris*), and the right an alabastron from which he is pouring a libation; another calyx rests on his head, and in its turn supports a third, from which at length issue the three supports for the table-top. The design of this monopode is quite original, without reckoning that it constitutes one of the most beautiful expressions of Pompeian feeling, simple, artistic and

pleasing; surely, the author certainly desired to present, by the use of the winged Cupid, the very soul of the flower, which is freeing itself from the corolla, and allowing its perfume to fall out like an essence.

Still in the Third Isle of the Fifth Region, they have just discovered a statuette which represents either a divinity or an emperor, an object of sober and serious art (Fig. 6). It is 71 centimetres high and represents a robust young man, entirely naked, posed in such a



Fig. 6. Bronze Statuette.

way that the entire weight of his body falls on the right leg; the left, which was found broken half way up the thigh, is lightly extended in advance. All in the way of clothing that the statuette has is a chlamys hung over the left shoulder, falling the length of the back and reappearing where the young man's right hand rests on his hip: this slight clothing was not cast upon the statue; it is a bit of hammered work, soldered on afterwards.

The countenance expresses strength; the nose is frankly aquiline; the hair hangs in conventional locks; and finally, the feet are protected only by thin sandals tied on with ribands, such as we see in the statues of Perseus and Mercury, although this detail is far from being enough in itself to cause us to recognize a divinity in this image; the features, characteristic and strongly realistic, are rather those of an

imperial personage, to whom the artist, by one of those acts of adulation which were so frequent at that epoch, desired to give the attitude and attributes of a divinity. Finally, it is a good specimen of Roman art.

In the way of works of marble, there has been found in these last excavations only a fine bas-relief, 45 centimetres by 60 (Fig. 7), which presents a sacrificial scene: a feminine divinity, Venus Aphrodite apparently, sits in majesty at the right; her left hand rests on a block, the right resting lightly on her knee is playing with a long flowered sceptre, which stretches from the feet to the shoulder of the goddess. Before her is a victimarius presenting a ram. Three little figures half concealed by the victim, and another group, complete the composition. Venus, wearing a diadem, covered with



Fig. 7. Marble Bas-relief.

a Doric peplos attached at the left shoulder, is staring fixedly; calmness and divine serenity are apparent in her attitude; she is awaiting the sacrifice which is her due; her pure-cut profile is surely that of a superhuman being. These qualities of the bas-relief, joined to the graceful folds of the drapery, the beauty of the hair, and the

natural drawing of the peplos, as well as the gravity of the other personages, are enough to class this bas-relief among the productions of the school of Phidias;—or it may be only a copy executed with exceptional talent.

These are the last conquests of Pompeian archaeology. The excavations are going on in the Fifth Region, where it is necessary to raise one or two metres of earth before reaching the roofs of the houses. Already are showing, here and there, bits of stucco and fresco which signify the uncovering of a rich and large dwelling. Is it a sensational surprise which awaits us? Is it a deception such as has already been so often experienced in the course of the endeavors to which we owe the exhumation of these buried cities? Let us leave to the light pick of the excavators the task of answering.

HONORÉ MERU.

THE GREAT CANALS.

THE Department of Commerce and Labor has prepared a most interesting compilation of facts relating to the great canals of the world, a compilation particularly interesting in view of the attention now being given to the approaching construction of the Panama Canal. The important canals of the world are enumerated, as follows:—

1. The Suez Canal, begun in 1859 and completed in 1869.
2. The Cronstadt and St. Petersburg Canal, begun in 1877 and completed in 1890.
3. The Corinth Canal, begun in 1884 and completed in 1893.
4. The Manchester Ship Canal, completed in 1894.
5. The Kaiser Wilhelm Canal, connecting the Baltic and North seas, completed in 1895.
6. The Elbe and Trave Canal, connecting the North Sea and Baltic, opened in 1900.
7. The Welland Canal, connecting Lake Erie with Lake Ontario.
- 8 and 9. The two canals, United States and Canadian, respectively, connecting Lake Superior with Lake Huron.

THE SUEZ CANAL.

The Suez Canal is usually considered the most important example of ship canals, though the number of vessels passing through it annually does not equal that passing through the canals connecting Lake Superior with the chain of Great Lakes at the south. In length, however, it exceeds any of the other great ship canals, its total length being ninety miles, of which about two thirds is through shallow lakes. The material excavated was usually sand, though in some cases strata of solid rock from 2 to 3 feet in thickness were encountered. The total excavation was about 80,000,000 cubic yards under the original plan, which gave a depth of 25 feet. In 1895 the canal was so enlarged as to give a depth of 31 feet, a width at the bottom of 408 feet and at the surface of 420 feet. The original cost was \$95,000,000, and for the canal in its present form slightly in excess of \$100,000,000. The number of vessels passing through the canal in 1870 was 486, with a gross tonnage of 654,915 tons; in 1875, 1,494 vessels, gross tonnage, 2,940,708 tons; in 1880, 2,026 vessels, gross tonnage, 4,344,519 tons; in 1890, 3,389 vessels, gross tonnage, 9,749,129 tons; in 1895, 3,434 vessels, gross tonnage, 11,833,637 tons, and in 1900, 3,441 vessels with a gross tonnage of 13,699,237 tons. The revenue of the canal is apparently large in proportion to its cost, *The Statesman's Yearbook* for 1901 giving the net profits of 1899 at 54,153,660 francs, and the total amount distributed among the shareholders 51,538,028 francs, or about ten per cent of the estimated cost of \$100,000,000.

The canal is without locks, being at the sea-level the entire distance. The length of time occupied in passing through the canal averages about eighteen hours. By the use of electric-lights throughout the entire length of the canal, passages are made at night with nearly equal facility to that of the day. The tolls charged are nine francs per ton net register, "Danube measurement," which amounts to slightly more than \$2 per ton, United States net measurement. Steam-vessels passing through the canal are propelled by their own power.

THE CRONSTADT AND ST. PETERSBURG CANAL.

The canal connecting the Bay of Cronstadt with St. Petersburg is described as a work of great strategic and commercial importance to Russia. The canal and sailing course in the Bay of Cronstadt are about sixteen miles long, the canal proper being about six miles and the bay channel about ten miles, and they together extend from Cronstadt, on the Gulf of Finland, to St. Petersburg. The canal was opened in 1890 with a navigable depth of 20½ feet, the original depth having been about 9 feet; the width ranges from 220 to 350 feet. The total cost is estimated at about \$10,000,000.

THE CORINTH CANAL.

The next of the great ship canals connecting bodies of salt water in the order of date of construction is the Corinth Canal, which connects the Gulf of Corinth with the Gulf of Ægina. The canal reduces the distance from Adriatic ports about 175 miles and from Mediterranean ports about 100 miles. Its length is about four miles, a part of which was cut through granitic soft rock, and the remainder through soil. There are no locks, as is also the case in both the Suez and Cronstadt canals, already described. The width of the canal is 72 feet at bottom, and the depth 26½ feet. The work was begun

in 1884 and completed in 1893, at a cost of about \$5,000,000. The average tolls are 18 cents per ton and 20 cents per passenger.

THE MANCHESTER SHIP CANAL.

The Manchester Ship Canal, which connects Manchester, Eng., with the Mersey River, Liverpool, and the Atlantic Ocean, was opened for traffic on January 1, 1894. The length of the canal is 35½ miles, the total rise from the water-level to Manchester being 60 feet, which is divided between four sets of locks, giving to each an average of 15 feet. The minimum width is 120 feet at the bottom, and averages 175 feet at the water-level, though in places the width is extended to 230 feet. The minimum depth is 26 feet, and the time required for navigating the canal from five to eight hours. The total amount of excavation in the canal and docks was about 45,000,000 cubic yards, of which about one-fourth was sandstone rock. The lock gates are operated by hydraulic power; railways and bridges crossing the route of the canal have been raised to give a height of 75 feet to vessels traversing the canal, and an ordinary canal whose route it crosses is carried across by a springing aqueduct, composed of an iron caisson resting upon a pivot pier. The total cost of the canal is given at \$75,000,000. The revenue in 1901, according to *The Statesman's Yearbook*, was £621,128, and the working expenses £483,267. For the half-year ended June 30, 1900, the canal yielded £16,488 toward paying the £112,500 of interest which the city of Manchester has to pay on the capital invested in the enterprise. The freight paying tolls on the canal amounted to 1,487,841 tons in the half-year, an increase of twelve per cent over that of the corresponding period of the preceding year.

THE KAISER WILHELM CANAL.

Two canals connect the Baltic and North seas through Germany, the first, known as the Kaiser Wilhelm Canal, having been completed in 1895, and constructed largely for military and naval purposes, but proving also of great value to general mercantile traffic. Work upon the Kaiser Wilhelm Canal was begun in 1887, and completed, as above indicated, in 1895. The length of the canal is sixty-one miles, the terminus in the Baltic Sea being at the harbor of Kiel. The depth is 29½ feet, the width at the bottom 72 feet, and the minimum width at the surface 190 feet. The route lies chiefly through marshes and shallow lakes and along river valleys. The total excavation amounted to about 100,000,000 cubic yards, and the cost to about \$40,000,000. The number of vessels passing through the canal in 1900 was 21,571, with a tonnage of 4,282,258, and the dues collected amounted to 2,133,155 marks.

SHIP CANALS CONNECTING GREAT LAKES.

Three ship canals, intended to give continuous passage to vessels from the head of Lake Superior to Lake Ontario and the St. Lawrence River are the Welland Canal, originally constructed in 1833, and enlarged in 1871 and 1900; the St. Mary's Falls Canal at Sault Ste. Marie, Mich., opened in 1855 and enlarged in 1881 and 1896, and the Canadian Canal at St. Mary's River, opened in 1895. In point of importance, measured at least by their present use, the canals at the St. Mary's River by far surpass the Welland Canal, the number of vessels passing through the canals at the St. Mary's River being eight times as great as the number passing through the Welland, and the tonnage of the former nearly forty times as great as that of the latter. One of the important products of the Lake Superior region, iron-ore, is chiefly used in the section contiguous to Lake Erie, and a large proportion of the grain coming from Lake Superior passes from Buffalo to the Atlantic coast by way of the Erie Canal and railroads centring at Buffalo. The most important article in the westward shipments through the Sault Ste. Marie canals, coal, originates in the territory contiguous to Lake Erie. These conditions largely account for the fact that the number and tonnage of vessels passing the St. Mary's River canals so greatly exceed those of the Welland Canal.

THE WELLAND CANAL.

The Welland Canal connects Lake Ontario and Lake Erie on the Canadian side of the river. It was constructed in 1833 and enlarged in 1871, and again in 1900. The length of the canal is twenty-seven miles, the number of locks twenty-five, the total rise of lockage 327 feet, and the total cost about \$25,000,000. The annual collection of tolls on freight, passengers and vessels averages about \$225,000, and the canal is open on an average of about 240 days in a year.

THE SAULT STE. MARIE CANALS.

The canals of Sault Ste. Marie, Mich., on Ontario are located adjacent to the falls of the St. Mary's River, which connects Lake Superior with Lake Huron, and lower or raise vessels from one level to the other, a height of 17 to 20 feet. The canal belonging to the United States was begun in 1853 by the State of Michigan, and opened in 1855, the length of the canal being 5,674 feet, and provided with two tandem locks, each being 350 feet in length and 70 feet wide, and allowing passage of vessels drawing 12 feet, the original cost being \$1,000,000. The United States Government, by consent of the State, began in 1870 to enlarge the canal, and by 1881 had increased its length to 16 miles, its width to an average of 160 feet, and its depth to 16 feet; also had built a single lock 515 feet long and 80 feet wide, with a depth of 17 feet on the sills, which was located 100 feet south of the State locks. The State relinquished all

control of the canal in March, 1882. In 1887 the State locks were torn down and replaced by a single lock 800 feet long, 100 feet wide, and a depth of 22 feet of water on the sills. This lock was put in commission in 1896. The canal was also deepened to 25 feet. The Canadian canal, 1½ miles long, 150 feet wide and 22 feet deep, with lock 900 feet long and 60 feet wide, with 22 feet on the mitre sills, was built on the north side of the river during the years 1888 to 1895. The number of vessels passing through the United States canal in 1902 was 17,588, and through the Canadian canal 4,204. In 1900 the number of vessels passing through the United States canal was 16,144, and through the Canadian canal 3,003, showing an increase of 1,200 in the number of vessels passing through the Canadian canal, this increase having been due to the development of the Michipicoten district. The tonnage passing through the United States canal in 1902 was: Registered tonnage, 27,408,021 tons; in 1901, 22,222,331 tons, against 20,136,782 in the year 1900; the freight tonnage in 1901 was 25,026,522 tons, against 23,251,539 tons in 1900. The Canadian canal shows: Registered tonnage in 1902, 4,547,561; in 1901, 2,404,642 tons, against 2,160,490 in 1900. A marked contrast between the business of the St. Mary's Falls and Welland canals is found in a comparison of their figures for a term of years. The number of vessels passing through the Welland Canal in 1873 was 6,425, and in 1899, 2,202, a reduction of more than one-half in the number of vessels. The number of vessels passing through the St. Mary's Falls Canal in 1873 was 2,517, and in 1902, through the American and Canadian canals, 22,659.

THE GREATER STATE, OR THE OPEN SHOP.

THE American Federation of Labor has decided to supersede the United States Government, but it is extremely courteous and conciliatory about it. It does not wish to hurt the feelings of anybody who loves the old order. It will let the Constitution remain as a superfluous relic of a bygone age. Like the Roman Emperors in assuming supreme power, it is willing to leave in operation the empty forms of our institutions. It carefully avoids anything like insult to the President. Nevertheless, it impressively asserts its paramount authority, and with the calm unobtrusiveness which marks mastery announces that this is to be a government of the labor unions, by the labor unions, for the labor unions. Other people are of no consequence. The Constitution and the laws which give other men the same rights in their relations with public authority as labor unionists are of no consequence. The American Federation of Labor is the sovereign, and obedience to its regulations a more binding obligation than regard for the laws of the United States.

No other interpretation can be put upon the condemnation of the "open shop" in Government work. This condemnation was passed after long discussion, full explanation by conservative members of the Federation of the essential difference between Government and private employment, and with a clear understanding that the demand was in direct antagonism to the fundamental American principle of equality before the law. It can mean nothing, then, but that the American Federation of Labor refuses to give its allegiance to the United States; that it is an independent sovereign, privileged to make its own supreme laws for the conduct of its members. That is an attitude which has before now been observed in groups of labor unionists. They show it when they make war upon the National Guard or apologize for strike riots. They show it in the tendency to treat a class, or rather that part of a class organized in their membership, as the whole people. Cultivating class feelings and attempting arbitrarily to impose their will upon others having only the remotest relation to them by boycotts and sympathetic strikes, they try to erect what is not a mere empire within the empire, but an empire above the empire. Yet we have not before seen a great labor organization like the assembled American Federation of Labor deliberately putting itself on record for the subversion of the fundamental principle of the American nation.

The "open shop" is fundamental. The private employer can say that no man may work for him who does not belong to a labor union. He could also say that he would employ only Methodists or Swedes or red haired people. That is his affair. The Government of the United States is bound to recognize the equal rights of Methodists and Roman Catholics, Swedes and Irishmen, blondes and brunettes, American Federation of Labor men and "scabs." The "scab" may be a mean sort of person, unwilling to sacrifice himself for his class, but unless the class is really the State, and has, like the State, the right to demand that its members sacrifice life for it and to punish traitors with death, then the "scab" has a right to live and work. The private employer can hire whom he chooses, and if he wants to exclude the "scab" he has the privilege. But the State in which the "scab" is a citizen has not, and even if it had it could not afford to act upon it at the demand of a private organization. That would be making itself the puppet of the private organization, abdicating its functions and handing over to the labor union the government of the country. President Roosevelt naturally will not do that. He has shown great, and indeed in some quarters greatly criticised, friendship for the labor unionists, but because he will not let them usurp the functions of Government and exclude their private enemies from the rights of citizenship, labor-union meetings are filled with denunciations of him, and the Federation of Labor declares that no laborers without its label may work for the United States! Surely a State greater than the Union has come upon the scene! — *N. Y. Tribune.*

ROMNEY'S PAINTINGS.

SHOULD the mysterious old painting which has come under the hammer this week prove to be one of Romney's, the find will occasion more gratification than surprise. Hidden about the world, there must be still a number of unidentified works of the Dalton carpenter's son. From the walls of what is now the Constitutional Club at Hampstead, many an embryo master mysteriously disappeared. "The man in Cavendish Square," as Reynolds ungraciously used to speak of his great rival, made the present premises of the Hampstead Club his home when breaking health and weakening powers led to his removal from his fashionable studio. There he found his pictures overflow the house. He turned the stables into an arcade and lined the damp walls with works which rotted as they hung, or were stolen by unscrupulous admirers. One of his friends at the time wrote of his distress at seeing "so noble a collection in a state so confused, so mangled."

It would be interesting to know the market value to-day of Romney's portrait of Caroline, Viscountess Clifden, and her sister, Lady Elizabeth Spencer. It was sold to a dealer at Willis's, seven years ago, for 10,500 guineas. For the painting of it Romney received no more than a hundred guineas, if he had so much. The highest fee he ever received was 120 guineas. Yet there are priceless works of his extant to-day which he did at six guineas for the full length and two guineas for the three-quarter length. He worked daily, slung up on a scaffold above the heads of the clergy officiating at service in the Church of San Pietro in Montorio, copying Raphael's "Transfiguration." When he had finished the Duke of Richmond offered him a beggarly hundred guineas for the work. He refused, and kept it until his death, after which it sold for six guineas. Few painters' works have seen more surprising vicissitudes than Romney's. He divided the sovereignty of London with Reynolds, yet upon his decease, there came such a slump in his works that perfect portraits fetched only thirty shillings, which, when the tide turned, changed hands with a profit of small fortunes to the original purchasers.

Lady Hamilton, as none of us forgets, owes the immortality of her loveliness to Romney. He was forty-eight when he first met her. She was at the time but nineteen years of age, but was already the mother of two children, and living under the protection of Charles Greville, as she continued to do until the latter transferred her to his uncle, who in time made her his wife, the Lady Hamilton, who became the mother of Nelson's son. During the years he knew her, Elizabeth Hart, as she then was, was to the painter his "divine lady," and there seems no reason to doubt that their relations were purely platonic. Never queen had a more devoted slave. He refused commissions, ruthlessly cut down the number of his sitters to devote his days to painting her. In all, she figured in no fewer than two dozen magnificent portraits by Romney. And all this time there lived at Dalton, Mrs. Romney, the poor, unlettered, faithful soul whom he had married when he was an apprentice boy, and she a domestic servant, helping him on his hard way with occasional half-guineas. She never saw London.

It is not surprising that the identity of some of the old masters goes astray. Let the signature be observed and often enough there is apparent the least possible relation between picture and title. A case in point is that one of Romney's, which he painted upon a visit to Cowper to illustrate a passage in "The Task." It has answered to a dozen descriptions, "Lady Hamilton as Adriane," "Kate" and "'Twas When the Seas were Roaring," among them. Who would imagine that a painting showing four persons—a man and three ladies—representing an Englishman and his three wives? Such a one exists. Copley, father of the future Lord Lyndhurst, was commissioned by a wealthy Bristol merchant to paint himself and wife. "But I want to have my deceased wife introduced as well," he said. The order was fulfilled, but soon after the patron, half in mourning, half in wedding splendor, hurried into the studio. "I have had the misfortune to lose my second wife. I wish to have included in the portrait the lady who now takes the head of my table." The three wives are in the picture. — *St. James's Gazette.*



PHILADELPHIA CHAPTER OF THE AMERICAN INSTITUTE OF ARCHITECTS.

PHILADELPHIA, Dec. 3, 1903.

AT a special meeting of the Chapter, held on the above date, the following Resolutions were adopted:—

"Resolved, That the Philadelphia Chapter, American Institute of Architects, learns with deep regret of the death of Amos J. Boyden, for many years its faithful and efficient Secretary, a Fellow of the American Institute of Architects, and an honored member of the profession; and it is further

"Resolved, That his fellow members and associates hereby testify to his integrity of character, to his ability as an architect and exalted professional standards; and to the loss which the profession at large suffers in his death; and it is further

"Resolved, That this Chapter acknowledges with deep appreciation

the debt it owes to him for the stimulus he imparted to its early organization and for his continuous and untiring energy in furthering its influence and securing its recognition as an active force in the community; and that this Chapter extends to his family its sincere sympathy in their bereavement."

Attest: ARNOLD H. MOSES, Secretary.



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

THE FREDERIC FERRIS THOMPSON MEMORIAL LIBRARY, VASSAR COLLEGE, Poughkeepsie, N. Y. MESSRS. FRANCIS R. ALLEN & CHARLES COLLINS, ARCHITECTS, BOSTON, MASS.

THE new Library Building at Vassar College is the gift of Mrs. Frederic F. Thompson, of New York City, in memory of her husband, who for many years was a Trustee and a member of the Executive Committee of the College. The building itself faces the Main College Building, and is situated to the left of the gate-house. As a library it differs in character somewhat from the general type, in that it has no stack-room. Access is had to all books by the students themselves.

It is a large, imposing building in the late English Perpendicular style, comprising three long wings and an entrance motive radiating from a massive central tower. The material of the exterior is the Germantown stone, rough chiselled, with trimmings of tooled Indiana limestone. The sloping roofs of the wings are covered with copper. Every attempt has been made to give the building when completed a rich and harmonious feeling, the massing of the traceried ornament being relieved by plain wall surfaces of warm-colored stonework, treated in broken ashlar. The glass in the entire building is leaded cathedral glass; each small traceried window having a printer's mark worked in color in the centre of the sash.

The main entrance is on the east between two castellated towers, connected by a richly ornamented bay. The entrance vestibule is two stories in height, containing a broad flight of solid marble steps leading up to the Memorial Hall. On either side of this flight steps descend to the two cloak-rooms for students and faculty. Over these cloak-rooms and to right and left of the entrance are the librarian's and cataloguing rooms, connecting directly with the great Memorial Hall.

This hall is constructed entirely of stone, 60 feet high and about 40 feet square, with marble mosaic floor. At the base of the walls is a heavy arcade with a filling of light tracery, through which a person standing in the centre of the hall can see the stone stairs rising on each side to the galleries and seminar rooms, and obtain a vista through the three great library wings to the traceried windows in the end gables. Above this arcade the walls rise in plain limestone ashlar, which eventually will be covered with tapestries and paintings, to a rich stone cornice band. Above this band the hall is lighted by thirty-six leaded glass windows, which form a series about the entire tower. A heavy dark beamed ceiling on carved-stone corbels and ornamented with gilded and painted shield bosses, covers the whole. In one corner of the hall a rich stone fireplace has, sunk in the panels above, a life-size portrait of Mr. Thompson, forming the memorial feature in the hall.

The three radiating wings constitute the library proper. They are all similar in character, but assigned to different subjects. Each has a main floor and gallery and the stacks are so arranged that a pair with 3-foot passage come between each of the large cathedral windows. The space between each pair of stacks thus forms an alcove 13' x 15' which can act as a seminar or reference room. Stacks are provided for 160,000 books and it is intended, should the library increase in size, to relegate the rear wing to a stack-room and thus double the capacity. These large wings are finished largely in stone with great openwork beam trusses, the whole ceiling being of dark oak. A staircase in each corner leads from the main to the gallery floor, those at the ends of the wings being expressed externally by the octagonal towers at the corners. A round staircase-turret at one angle of the main tower leads to the tower roof, from which a magnificent view of the College buildings and the surrounding country may be had.

In addition to the reference halls, the building contains eleven seminar or class rooms for the holding of courses in connection with the work at the library.

The basement has large storage and work rooms and a complete suite for a janitor.

The building is entirely fireproof, the floors and roofs being of the Roebling Construction. The rooms are heated by direct-indirect radiation, the steam for the coils coming from the main power-plant of the College, and are adequately vented by a blower system. The building is further equipped with all the latest library furniture and means of communication.

The architects of the library are Frances R. Allen and Charles Collins of Boston, who have had charge of the construction of a number of the older buildings at Vassar. The C. Everett Clark Co. of Chicago are the contractors for the work.

LONGITUDINAL SECTION OF THE SAME.

SIDE ELEVATION AND TRANSVERSE SECTION OF THE SAME.

Additional Illustrations in the International Edition.

THE HOUSE OF LUCRETIVS FRONTO, POMPEII: THE ATRIUM;—
THE GARDEN.

SEE article elsewhere in this issue.

FONTAINE DES PYRAMIDES, VERSAILLES, FRANCE;—THE MERCURY
FOUNTAIN, AUGSBURG, BAVARIA.

A GERMAN COUNTRY HOUSE; MESSRS. O. & E. FELGEL, ARCHITECTS.

ORDINARILY speaking a French *maison de campagne* and a German *Landhaus* can be recognized at a glance as buildings which could be conceived for such purposes by only French or German architects. But in this subject and the following one we find designs which distinctly seem to be tinged with American ideas and neither of them would look at all unnatural if set down in any American country town. This plate is copied from *Architektonische Rundschau*.

A FRENCH COUNTRY HOUSE; MESSRS. ALPHONSE LAVERRIÈRE
& EUGÈNE MONOD, ARCHITECTS.This plate is copied from *Art et Décoration*.

WOMEN ARCHITECTS IN RUSSIA.—Women students are being admitted to study architecture at the St. Petersburg Academy of Arts. Two women have enrolled themselves for this term. In an architectural competition for the building of a schoolhouse at Tamnafors, a woman has won the first prize.—*Women's Home Journal*.

RIGHTS OF LABOR PICKETS IN PRUSSIA.—The Prussian Supreme Court has decided that strike picketing is lawful, if conducted from a building where the picket's presence is not objectionable to the tenant. A policeman at Posen ordered a picket not only to leave the street in which was the strike locality, but to leave the entire neighborhood. The picket thereupon entered a saloon immediately opposite the entrance of the strike locality. The local court held that the police had the right to order persons whose presence might occasion disorder to leave particular streets, which included premises opening on said streets, but the Supreme Court has decided that the police street ordinances do not extend beyond the street.—*N. Y. Evening Post*.

CRYPT FOUND UNDER ST. MARK'S.—Signor Manfredi, an architect attached to St. Mark's of Venice, while engaged in reproducing the floor of the basilica, found the remains of ancient constructions, among them parts of a crypt and a tomb, with a Byzantine cross of the seventh century. The discovery is considered of much historic importance, and is being widely discussed by archaeologists.—*N. Y. Tribune*.

SULPHUR GROWING SCARCE.—The paucity of supplies of brimstone has attracted considerable attention of late; but while the cause is clear and the result of conditions abroad which have existed several times in past years, they do not appear to be generally understood. The scarcity of supplies here has been growing for some time, due to scarcity of freight-room on the other side, the vessels finding more profitable employment in conveying grain, and hence have not gone to the Mediterranean ports for cargoes. Very few cargoes were shipped during September, and the scarcity of brimstone may therefore be expected to continue for a while longer, but after the movement of cereals slack off shipments of brimstone will be resumed. The situation in Sicily is very strong, despite the falling off in exports and an accumulation of stocks, the syndicate having recently advanced the price. The price here has ruled high, mainly on account of the scarcity and high freight rates prevailing, and so long as these conditions prevail no important change need be looked for, though the receipts are expected to increase next month, and it is hoped freight rates will decline.—*Oil, Paint and Drug Reporter*.

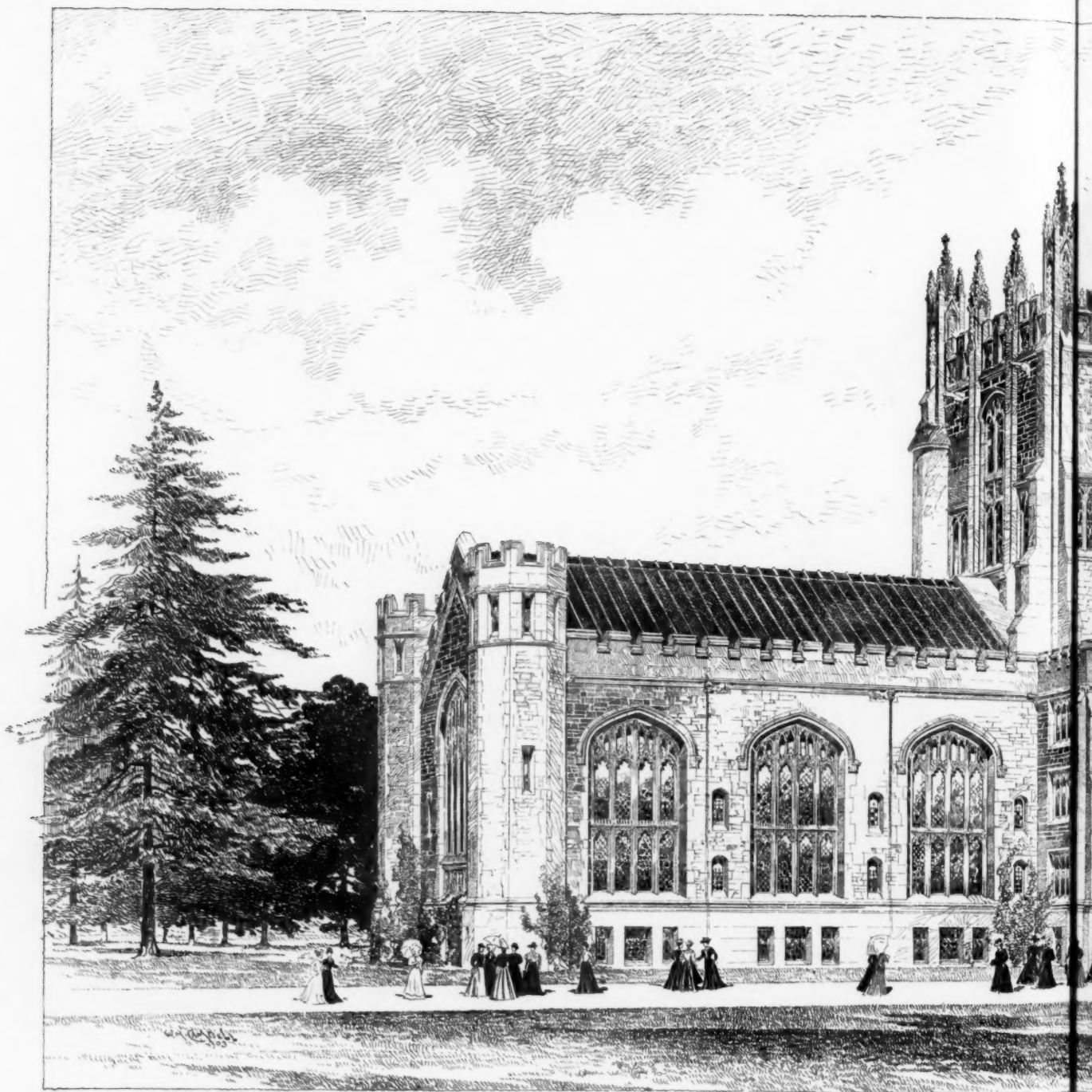
THE EIFFEL TOWER.—In 1910, unless administrative changes occur in Paris, the Eiffel Tower will share the fate of numerous other structures, and will be sold as old metal. The difficulty of disposing of its neighbor of the same age, La Galerie des Machines, suggests that seven years hence there will be a similar scarcity of speculators, and the tower may continue to dominate the greater part of Paris. The decision respecting it is connected with the plan which M. Bouvard, the Architectural Director of the Municipality, has prepared for dealing with the site of the last International Exhibition. That enterprise inflicted a terrible loss on Parisians, and it led to an imbroglio which has to be settled decisively. The new scheme involves the transformation of the Champ de Mars, the Esplanade of the Invalides, the banks of the river in the vicinity, and the garden of the Trocadéro. The immense cascade in the last-named, which always impressed strangers, will be cleared away. All available space is to be converted into gardens.

The Jena Bridge will be allowed to remain, but it will receive sculptured decorations. M. Bouvard's plan has been a long time on the tapis, but it has at length obtained the approval of the technical committee of architects and engineers appointed to consider it.—*The Architect*.

THE BRIG O' AYR.—Not a Scotchman merely, but all admirers of Burns, will be sorry to learn that the Auld Brig o' Ayr, which Burns immortalized in a poem, is in danger of collapsing. It was the spirit of the Auld Brig, which, when reviled by the spirit of the New Brig in the poem, made the remarkable prophecy: "I'll be a Brig when ye're a shapeless cairn," said the Auld Brig to the new." The prophecy has turned out true now, twenty-five years after, and the Auld Brig is tottering on its old foundations, how old it is difficult to say. Cut deep into the wall are the figures 1252. There are people who say the date is mythical, but Architect James Norris, who is an expert archaeologist and who is interesting himself in stirring up the Burgh Council to spend the \$3,500 necessary to restore the Auld Brig, believes there is nothing improbable in the date. The Ayr Council is beset by one difficulty in the matter, and that is, why should they spend \$3,500 of the public funds if they can get the money required for nothing? It seems that about a quarter of a century ago a man named Templeton left \$50,000 at interest, which, at the death of his two sisters, was to be devoted to rebuilding the Auld Brig. But the will was a holograph, written on a small piece of paper, and other distant relatives took proceedings disputing the will. Now the Ayr Council will have to ascertain their legal status towards the money, but the wheels of the law revolve slowly, and meanwhile the Auld Brig may fall.—*Exchange*.

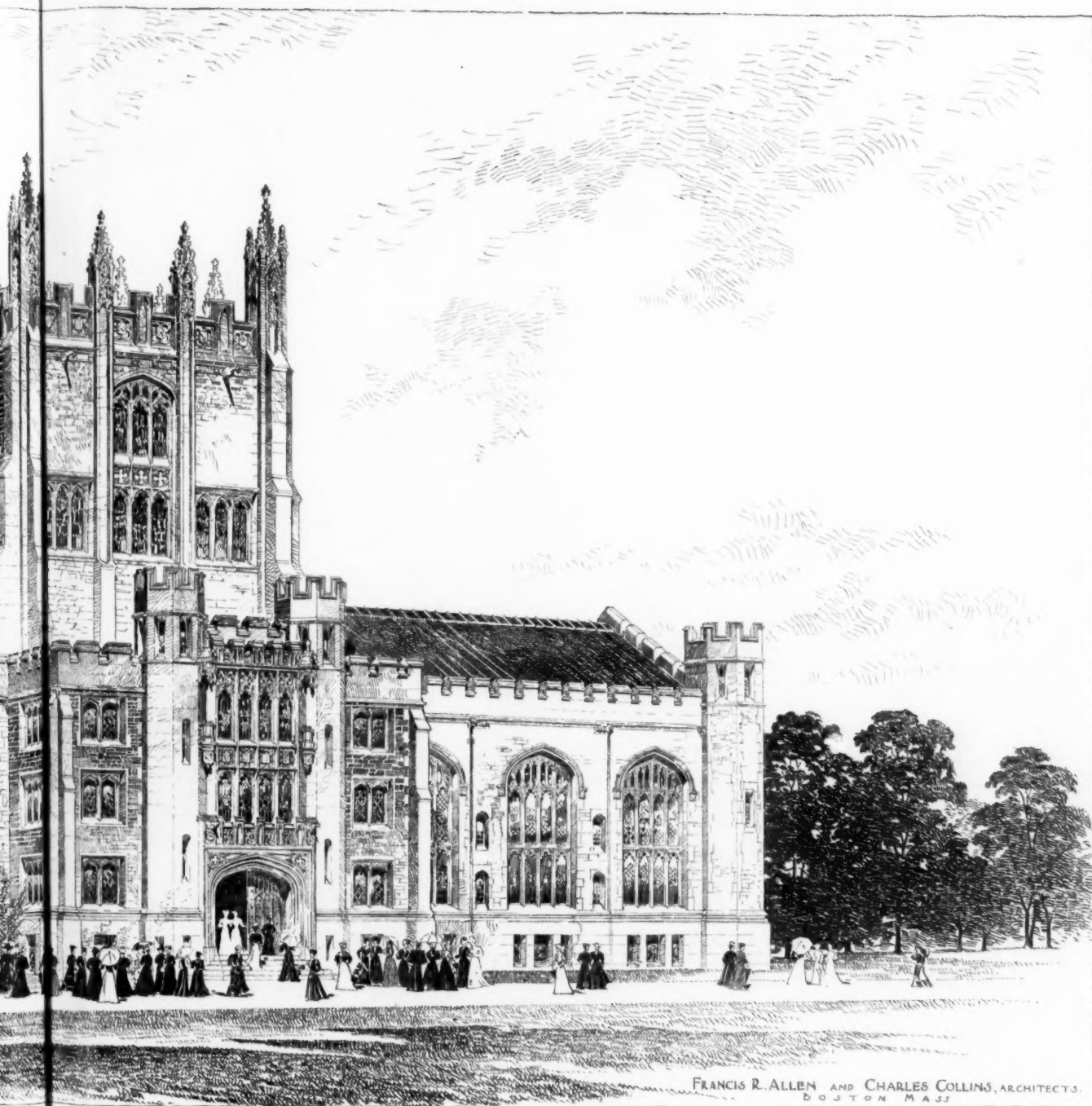
PLANNING TO MOVE A CAPITAL.—A scheme of startling magnitude, to remove the State capital from Cheyenne, Wyo., and locate it in a new town to be built in Eastern Fremont County, near the Sweetwater River, has been brought to light, and by publicity probably killed. The chief mover behind the enterprise is Willis George Emerson, and it is said for more than a year carefully-prepared plans have been formulated. The last Legislature passed a bill providing that at the next general election, which occurs in 1904, the question of the permanent location of the State capital, insane asylum, penitentiary, hospital and other institutions shall be submitted to a vote of the people. The plan of Mr. Emerson, and unlimited capital behind him, was to spring a campaign a month or so before the election to have all these institutions located in the new city of "Emerson," which he proposed to build at the place described above. Depending on the sale of town lots to remunerate, he proposed to build structures of magnificent proportions for each institution absolutely free of cost to the State, to guarantee the building of a railroad line to the new capital, which ultimately would become a transcontinental carrier, and to carry on the development of that section of the State on an enormous scale. Lacking newspaper support, the plan was to flood the State with able orators, who would dazzle the voters with glowing accounts of the intentions of the syndicate and golden promises for the future. Through some miscarriage the plans of the syndicate have been exposed, and there is not much probability that the scheme can be consummated with all the newspapers of Southern Wyoming fighting it. So gigantic is Emerson's scheme, that the outsiders who first discovered it thought themselves confronted by a tremendous hoax, but developments have proved it a bona fide proposition to those connected with it.—*Denver News*.

THE MELANCHOLY CYPRESS.—In a recent issue of the St. Louis *Globe-Democrat* Ferdinand Tonney declares that the axeman is fast destroying the melancholy cypress, and that the enormous consumption of the imperishable wood will soon clear the Southern swamps of their noblest product. Mr. Tonney says the best specimens are found in Arkansas and Louisiana. The lumbermen class the timber as red, yellow and white, according to the tint of the wood. In Southern Illinois, some years ago, there were brakes of a white variety, but the trees were pigmies when compared with the yellow cypress giants of the Cache River country in Arkansas, and the mammoth red cypress tree along the Ouachita River. The slow growth and the uncertain method of reproduction lead to the belief, says Mr. Tonney, that before many years the tree will become extinct. The great brakes are rapidly disappearing before the modern methods of lumbering, and regions which heretofore were regarded as inaccessible because of the swamp conditions are being cut over, and the lumber going into the markets at a rate surprising even to those who are intimately acquainted with the industry. The antiquated methods of logging, so slow and cumbersome, have been replaced by the up-to-date ideas, and the new facilities and improvements have worked wonders in the business. Mr. Tonney says, further, that just now cypress is the one kind of timber which has obtained a prominent place on the lumberman's list, and the increasing demand and the advancing price are attracting the attention of every one who has in any way to deal with building materials. The commercial value of a good cypress brake is almost beyond the belief of those who are not familiar with the lumbering industry. The merits of the timber as adapted to a multiplicity of uses are without question, and it has taken rank along with white pine and poplar. A house may be built, these days, wholly of cypress. The framework, siding, flooring, lath, shingles, and even the interior, when finished in this remarkable product of the Southern swamps, give satisfaction, which is shared alike by the builder and owner. Strength, durability and beauty of finish combine to make it popular with the woodworker. An instance may be cited where cypress was substituted for yellow pine in the construction of the World's Fair buildings. While it is true that the cypress brakes in Arkansas are being drawn upon heavily, there is no danger of immediate depletion. And every cypress tree felled means that in return additional wealth comes to swell the means whereby in other ways Arkansas is undergoing splendid development.



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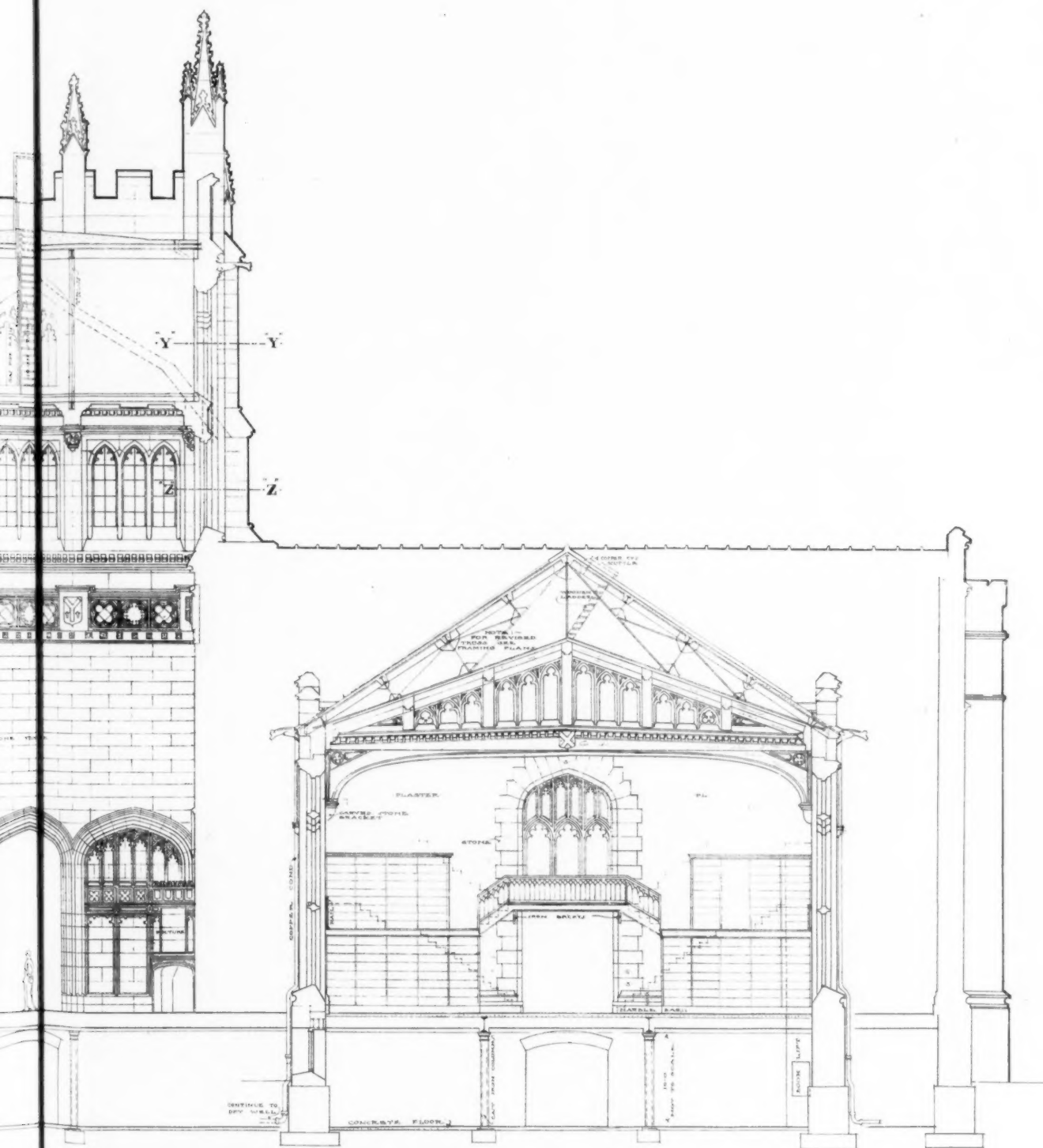


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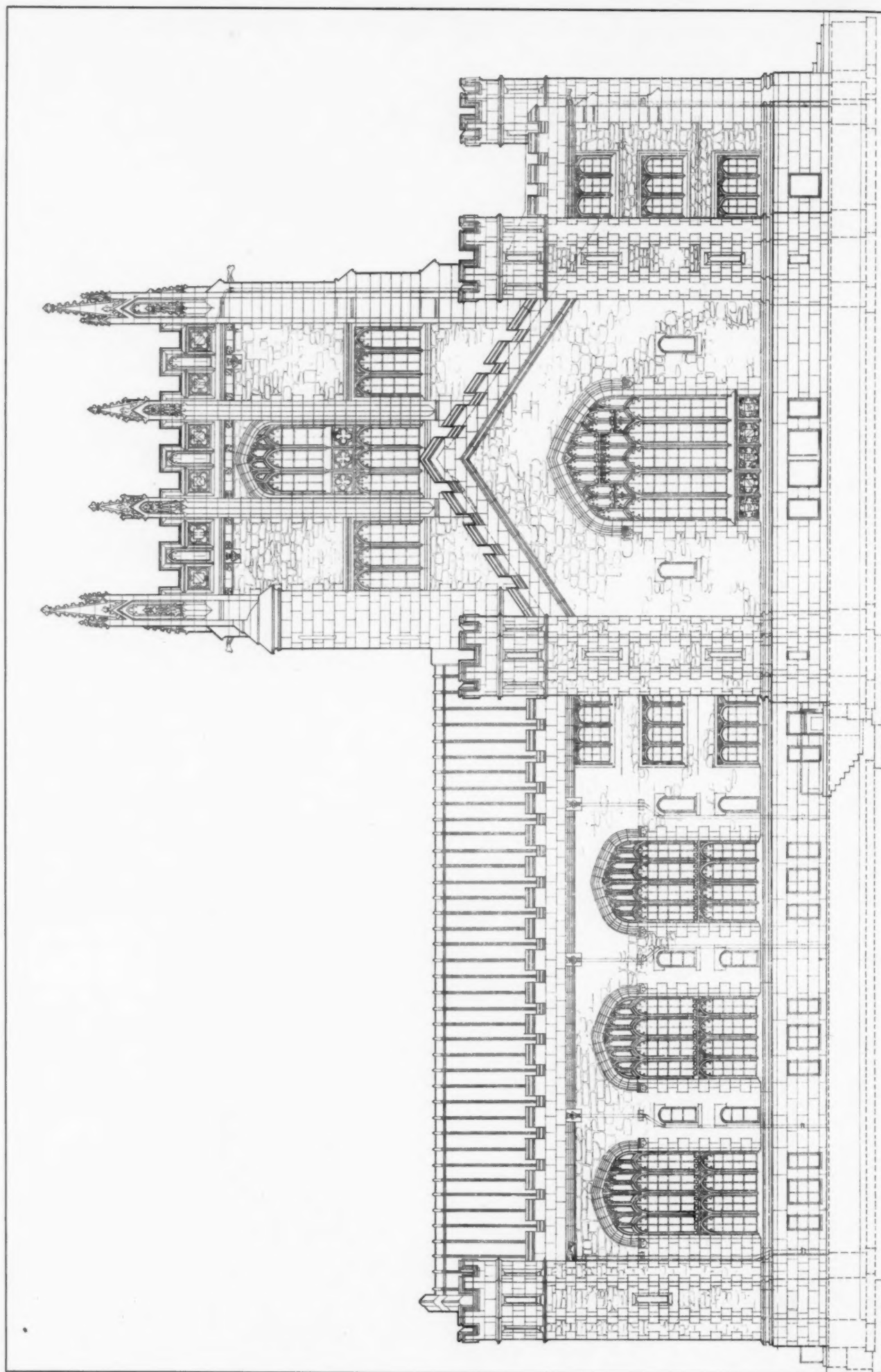
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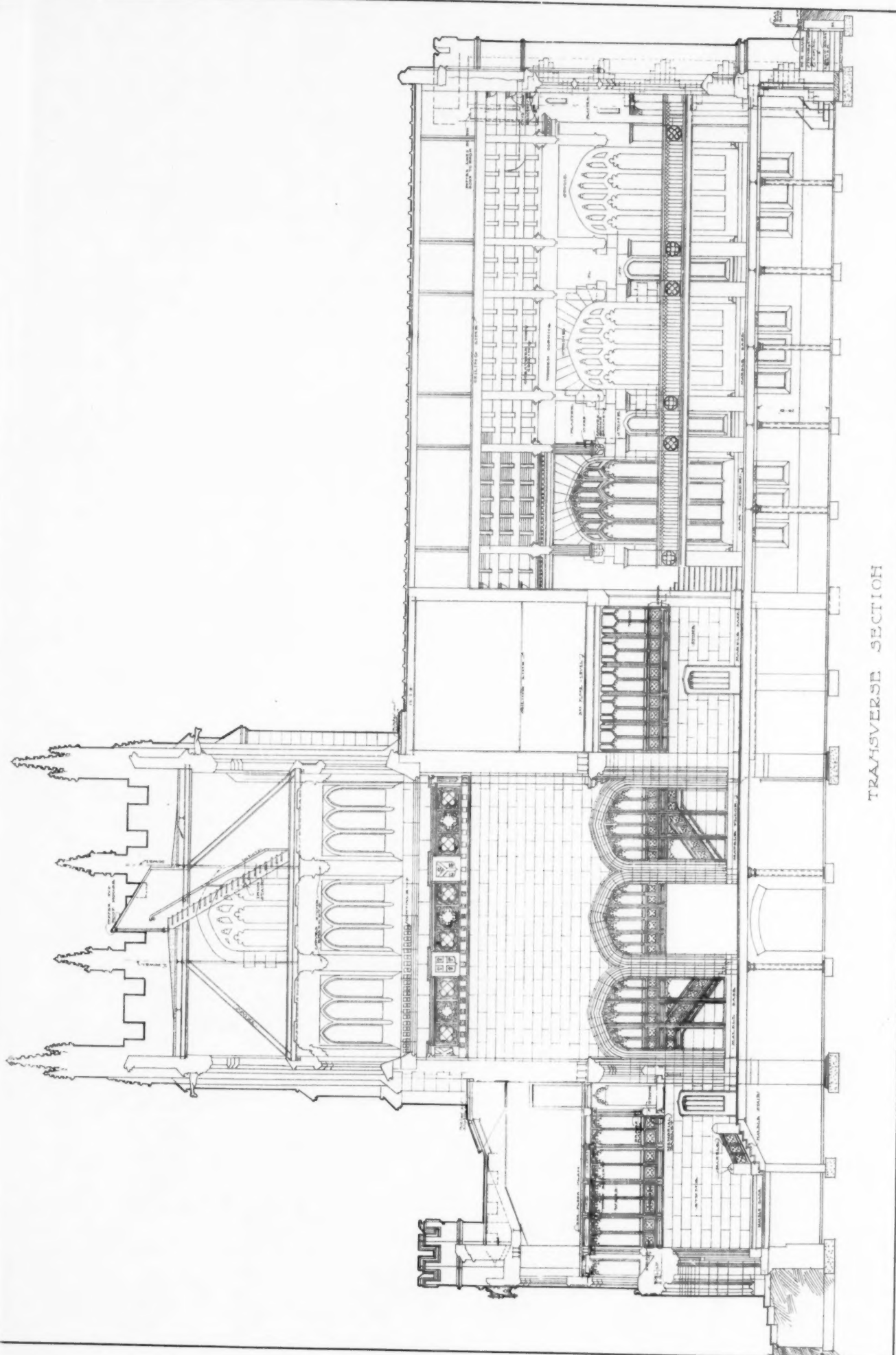
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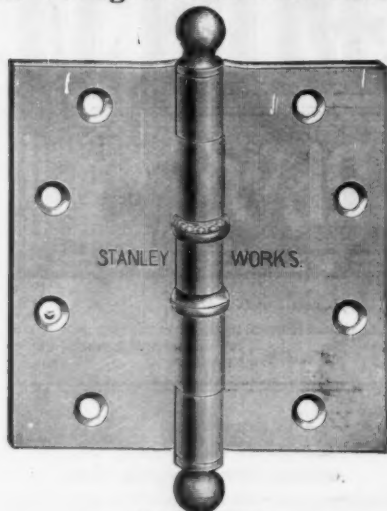
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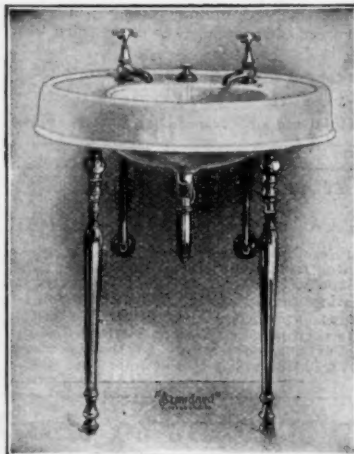
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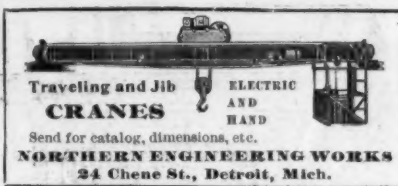
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CODE OF PRACTICE FOR SUB-ESTIMATING AND SUB- CONTRACTING

Adopted by the Master Builders' Association of the City of Boston, Aug. 2, 1894.

ARTICLE I.

Obligation of Principal Contractor to Sub-Contractor.

A principal contractor is under obligation to treat upon an equal basis all estimates which he "receives" prior to putting in his own bid. Estimates must be considered as "received" when they come into a principal contractor's possession, either by his direct solicitation or by being accepted by him. The opening of a bid, knowing it to be such, constitutes receipt of the same.

A principal contractor is under no obligation to use a bid which he has not solicited, accepted, or received, but if he does not wish to use the estimate of a sub-bidder he should decline it, if proffered personally, or should return it unopened if sent to him by mail or otherwise. The retention of a bid should be construed as a receipt of the same.

A principal contractor, when making up his estimate, is not entitled to receive bids from sub-contractors if he is at the same time making himself their competitor by figuring their portion of the contemplated work. It is legitimate for a principal contractor to figure all portions of work, depending upon no one for what are usually known as sub-estimates, but it is not legitimate for him to receive bids from others for sub-work if he is himself figuring those portions independently.

ARTICLE II.

Award of Sub-Contracts.

The principal contractor having been awarded a general contract should immediately award the sub-contracts to the lowest bidder in each branch.

ARTICLE III.

Penalty for not Awarding Contract to Lowest Sub-Bidder.

A principal contractor failing to award a sub-contract to the lowest sub-bidder to whom he is under obligation as previously provided should be liable to pay damages to the said lowest bidder, in amount not less than ten per cent of the amount of the estimate.

Payment of such damages will not relieve the principal contractor from liability to discipline under provisions of Article X of the By-Laws of this Association.

ARTICLE V.

Payments to Sub-Contractors.

Unless the contracts made with sub-contractors otherwise provide, payments during the progress of the work should be made by the principal contractor to the sub-contractors upon the same basis of payment, in relation to amount of work performed, as is prescribed in the contract made by the principal contractor with the owner.

Final payment to a sub-contractor should be considered as due at the expiration of thirty days after the completion of his work and its approval by the architect or owner, unless otherwise provided by the sub-contract or agreement.

ARTICLE VII.

Obligation of Sub-Contractor to Principal Contractor.

Should a sub-contractor refuse to contract at the amount of the estimate he has given to a principal contractor who has used the said estimate in good faith, he then should be liable to the said principal contractor for damages in amount not less than the difference between the amount of the estimate which was submitted by him and the amount at which the principal contractor may be obliged to contract the work.

Payment of such damages will not relieve the sub-contractor from liability to discipline under provisions of Article X of the By-Laws of this Association.

ARTICLE X.

Bids to Architects or Owners.

When bids for separate departments of work on a building are solicited by the architect or the owner, they should be submitted with the understanding that they are direct estimates, for which direct contracts are to be made by the owner with the lowest bidder, and no other disposition of such bids should be permitted without consent of the bidder submitting the same.

Sub-bids should be given only to the principal contractors who are estimating the work in question, and should not be left with architects or owners for the inspection and information of principal contractors. Sub-contractors must understand that bids thus left with architects or owners are in great danger of losing their confidential character, and that if they so leave them they cannot claim protection or redress under the first article of this Code.

SUGGESTIONS.

Members of this Association having sub-contracts to let, or material to buy, should, as far as may be consistent with business principles, deal only with members of the Association, or at all events give their fellow-members an opportunity to compete, and then give them the preference, other things being equal.

All bidders should take cognizance of the danger they may be subjected to through the practice, so prevalent in some architects' offices, of making change in plans or specifications, or in both, during the progress of estimating. Correction of this pernicious practice can only be obtained through refusal by contractors to estimate under such conditions.

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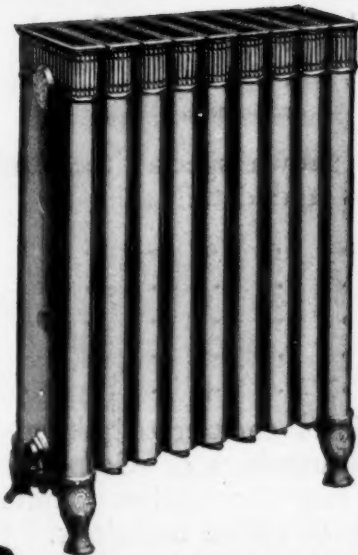
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City Hall, New York, N. Y.		Date 1803-12
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Carpenters' Hall, Philadelphia, Pa.		" 1770
Independence Hall, Philadelphia, Pa.		" 1729
Faneuil Hall, Boston, Mass.		" 1741
and others.		

CHURCHES

King's Chapel, Boston, Mass.		Date 1749
Seventh-day Baptist Church, Newport, R. I.		" 1729
Christ Church, Alexandria, Va.		" 1767
Christ Church, Philadelphia, Pa.		" 1727
St. Paul's Chapel, New York, N. Y.		" 1764
Old South Church, Boston, Mass.		" 1729
First Church, Hingham, Mass.		" 1681
St. John's Chapel, New York, N. Y.		" 1803
First Congregational Church, Canandaigua, N. Y.		" 1812
St. Peter's P. E. Church, Philadelphia, Pa.		" 1758
Gloria Dei Church, Philadelphia, Pa.		" 1700
and others.		

IMPORTANT HOUSES

Fairbanks House, Dedham, Mass.		Date 1636
Royall Mansion, Dedham, Mass.		" 1737
Philipse Manor House, Yonkers, N. Y.		" 1745
Tudor Place, Georgetown, D. C.		" 179-
Mappa House, Trenton, N. Y.		" 1809
Woodlawn, Va.		" 1799
Mount Vernon, Va.		" 1743
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Incidentally there are shown special measured drawings or large views of the following features and details:

Porches and Doorways		67 Subjects
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In addition to the subjects enumerated above there is a large quantity of measured and detailed drawings of Cornices, Ironwork, Gateposts, Windows, Interior Finish, Ceiling Decoration, Capitals, etc., together with elevational and sectional views of entire buildings.

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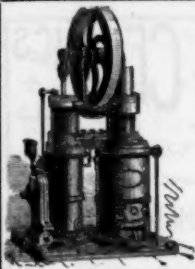
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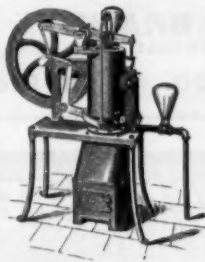
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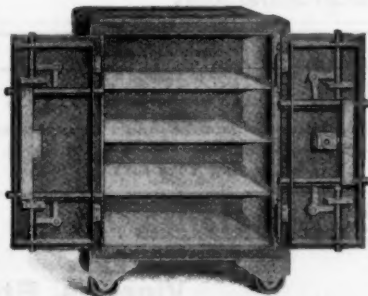
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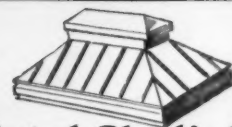
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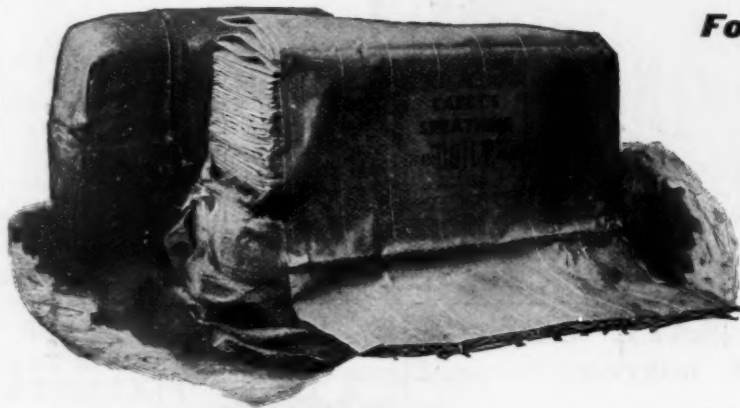


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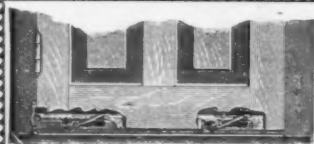
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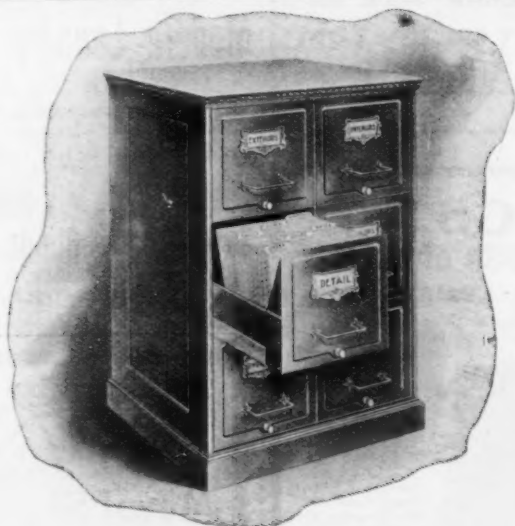


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(Advance Rumors Continued.)

H. S. McCartney will build 24 cottages of frame on stone foundations in S. Chicago. The cost will be \$25,000.

G. Kerpeling has ordered plans for 12 two-story dwellings, of frame on stone base, to be built on Bryant Ave., in Birchwood, at a total cost of \$60,000.

Sam Brown, Jr., will build 16 one-story and a half cottages, of frame with brick foundations, on Herwyn Ave., in Summerdale, at a total cost of \$22,000.

Another hotel is planned for Michigan Ave., the site being south of Monroe St. and the cost to be \$1,000,000. It is said an option has been secured on the property by William A. Merigold & Co., and Trotter & Kimball for W. H. Keyser.

Cincinnati, O.—This modern building will be erected at the northeast corner of 6th St. and Lodge Alley, on the site of the historic old Baptist Church, which will be razed. The new structure will be of steel and brick, eight stories high, and will cost \$100,000. The entire building will be occupied by the firm of Meyer, Wise & Kaichen, dealers in notions and furnishing goods, now located at 3d and Race Sts. The plans were made by Samuel Hannaford & Sons, architects.

Cleveland, O.—This city is to have a new suburban station for accommodation of passengers of the electric roads entering the city. The work on the new structure will begin as soon as the working plans can be drawn and approved. The depot will be 13 feet in width and 62 feet in length and will be located on the southwest corner of the public square. The building will be constructed of brick and will cost, approximately, \$10,000.

Danville, N. Y.—On the 18th of December the Caledonians will vote on raising \$22,000 for improving school-house in Union District and building addition and purchasing addition to site.

Darlington, Wis.—Press reports state that through the will of M. Murphy, \$175,000 has been left to Lafayette County to erect a court-house.

Defiance, O.—Andrew Carnegie wrote the trustees of the present library that if they would secure a levy of one mill per annum for its support he would donate \$25,000 for the purpose of erecting a free

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(Advance Rumors Continued.)

public library. The trustees started at work immediately, secured the levy and have sent a certified copy of the ordinance to Mr. Carnegie.

Des Moines, Ia.—Press reports state that Ex-Gov. Drake has donated \$25,000 toward the erection of 2 buildings for the Drake University.

Detroit, Mich.—An apartment building is to be erected on the east side of Wabash Ave., just north of Pine St. It will be constructed of concrete blocks, and in external appearance will resemble a structure of cut stone. It will be 40' x 60'. Architect, J. F. Stahl, Jr.

Elkhart, Ind.—A 4-room school will be erected at Prairie and Middlebury Sts. Probable cost, \$25,000. Roland Adlesbeiger, of South Bend, is stated to have been selected to prepare plans.

Haverhill, Mass.—It is stated that Cahn & Grant, the managers of the Lawrence Opera-house, are having plans drawn for a theatre to be erected here. The location is said to be in the rear of Merrimac St. Work may be begun at an early date.

Kansas City, Mo.—Work on the superstructures of a \$50,000 flat building at 11th and Benton Boulevard has begun. The building is owned and erected by R. L. Dawson, and will contain 12 apartments of 4 and 5 rooms each. It is of vitrified brick and Carriage stone, and modern in every respect. It is expected that it will be open for occupancy by February 1.

The Dwight Syndicate plans to erect an eight-story office-building at the corner of 10th and Baltimore Sts.

The Fraternal Order of Eagles will erect a clubhouse, which, including site, is not to cost more than \$30,000.

Kingston, N. Y.—Press reports state that H. R. Lydecker, 715 Broadway, is interested in the erection of a theatre, which it is proposed erecting in this city at a cost of \$60,000.

Lafayette, Ind.—The Chi Chapter of the Kappa Sigma Association have had plans prepared for a \$25,000 chapter house to be erected adjoining Purdue Campus.

It is reported that the citizens of this place will erect a gymnasium on the college campus as a memorial. Probable cost, \$80,000.

Little Rock, Ark.—F. W. Gibb, 112 Louisiana St., is the architect for the proposed \$75,000 Y. M. C. A. building.

Long Beach, Cal.—The citizens have voted to issue \$100,000 for rebuilding pier.

Los Angeles, Cal.—A. W. Buckley, 315 Wabash Ave., Chicago, Ill., has prepared plans for a \$400,000 hotel for Homer H. Peters.

Plans are being prepared in the office of the Santa Fe R. R. for a hospital to be erected in this city, at a cost of about \$100,000.

Louisville, Ky.—The factory buildings of Sander Jones & Bro., facing 4th Ave., between Green and Jefferson Sts., have been destroyed by fire. Architects Dodd & Cobb, 600 Equitable Building, will superintend the work of tearing down old walls as Jones Bros. will erect a large store and office building on the site.

Madison, Wis.—Plans have been prepared for the Chemistry Building to be erected at the Wisconsin State University. Appropriation, \$150,000.

Marion, Ind.—The Marion Athletic Association has been incorporated with a capital of \$40,000 to build a coliseum in this city.

McKeesport, Pa.—Contract for erecting the three-story Nicholas Wolf hotel on 8th Ave., has been awarded to F. E. Shallenbarger, of Pittsburgh. Estimated cost, \$25,000.

Minneapolis, Minn.—The Cream of Wheat Co. has taken out a permit for its \$150,000 brick warehouse and office building to cover the foundation already completed at 19-25 Fifth St. N. Harry W. Jones is architect and J. L. Robinson, contractor.

New York, N. Y.—Plans have been filed for 2 two-story public baths to be erected for the city, one at 232 31 W. 60th St., the other at 538 40 E. 11th St. Total cost, \$115,000.

PROPOSALS.

STOREHOUSE. [At Fort Walla Walla, Wash.]

Office of C. Q. M., Vancouver Barracks, Wash. Sealed proposals will be received here until December 21, 1903, and then opened for the construction at Fort Walla Walla, Wash., of a frame ordnance storehouse building. For full information, plans and specifications apply to this office. F. H. HATHAWAY, C. Q. M. 1459

HALL. [At St. George, S. I., N. Y.]

Bids will be received until December 23 by Geo. Cromwell, Boro. Pres., First Nat. Bank Building, St. George, for furnishing material and erecting the Boro. hall here. 1459

BRIDGE. [At South Bend, Ind.]

Proposals will be received until December 17 by the county commissioners for the construction of a 3-arch 630-foot plate girder bridge to be built across St. Joseph River at Colfax Ave. at a cost of about \$100,000. 1459

BRIDGE. [At Derby, Conn.]

John W. Larkin, city clerk, will receive proposals in January for the construction of a bridge over Naugatuck River at East Derby. It will be 240 feet long, 55 feet wide, with an 80-foot span and cost about \$100,000. WM. MEUSSEN, engineer. 1459

HIGH SCHOOL. [At New Bedford, Mass.]

Bids are wanted December 22 for furnishing material and erecting a high school, including boiler house and other work, on County St. Sam'l C. Hunt, architect, Odd Fellows Building. CHAS. S. ASHLEY, Mayor. 1459

OFFICERS' QUARTERS. [At Fort Howard, Md.]

Sealed proposals will be received until December 22 at the office of the quartermaster of the United States Army, Room 807 Equitable Building, this city, for the construction of one double frame building for non-commissioned officers at Fort Howard, Md. Proposals are also requested for plumbing and electric wiring in the same building. Further information will be furnished on application to S. AVERY, JR., first lieutenant of artillery corps, constructing quartermaster. 1459

CEMENT. [At Globe, A. T.]

Department of the Interior, Washington, D. C. Sealed proposals will be received at the department until January 4, 1904, for furnishing 1,000 barrels, or more, of first-class Portland cement, delivered at Globe, A. T. Bidders will also state price at which they will furnish one carload only of such cement. Specifications may be obtained upon application to Arthur P. Davis, supervising engineer, Phoenix, A. T. E. A. HITCHCOCK, Secretary. 1460

HEATING. [At Washington Barracks, D. C.]

U. S. Engineer Office, Washington Barracks, D. C. Sealed proposals will be received here until December 26, 1903, for steam heating plant at Washington Barracks, D. C. Information on application. JOHN STEPHEN SEWELL, capt., engr. 1460

PITCH HOUSE. [At League Island, Pa.]

Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, until January 9, 1904, for constructing a brick building at the Navy Yard, League Island, Pa. Funds available \$3,300. Plans and specifications can be seen at the Bureau or will be furnished by the Commandant of the navy yard named. MORDECAI T. ENDCOTT, Chief of Bureau. 1461

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PROPOSALS.

CITY-HALL.

[At Savannah, Ga.]
Sealed bids will be received until January 14, 1904, for the erection of a city-hall for the City of Savannah, Ga., according to plans and specifications prepared by H. W. Witcover, architect, Savannah, Ga. Bid to be accompanied by certified check for 3% of amount of bid. Copies of plans and specifications may be obtained upon application to the architect, and a deposit of twenty-five (\$25) dollars, which deposit to be returned to the bidder upon return of the plans and specifications. HERMAN MYERS, Mayor. 1460

LABORATORY.

[At New York, N. Y.]
Proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until January 5, 1904, for the construction of a laboratory on the grounds of the U. S. Naval Hospital, New York, N. Y. Plans can be obtained upon application to the architect, Mr. Ernest Flagg, 35 Wall St., New York, N. Y., and specifications upon application to the naval laboratory, Brooklyn, N. Y., or the bureau of supplies and accounts, Navy Department, Washington, D. C. Blank proposals will be furnished upon application to the navy pay office, New York, N. Y. H. T. B. HARRIS, paym. gen. U. S. N. 1460

POWER-HOUSE.

[At League Island, Pa.]
Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, until December 26, 1903, for constructing a brick and steel building at the navy yard, League Island, Pa. Plans and specifications can be seen at the Bureau, or will be furnished by the commandant of the navy yard named upon deposit of \$10 as security for their return. MORDECAI T. ENDICOTT, Chief of Bureau. 1459

PUMP, BOILER AND ICE PLANT HOUSE.

[At Fort Clark, Tex.]
Bids are wanted December 23 for constructing a pump, boiler and ice plant house at this post. T. E. TRUE, Ch. Q. M., San Antonio. 1459

STOREHOUSE.

[At Fort Brown, Tex.]
Bids are wanted December 23 for constructing a subsistence storehouse at this post. T. E. TRUE, Ch. Q. M., San Antonio. 1459

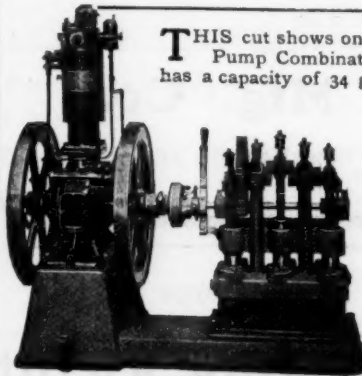
PAVING.

[At Crookston, Minn.]
Sealed proposals will be received at the office of the City Clerk of the City of Crookston, Minn., until January 12, 1904, for the paving of the following streets with macadam: Broadway St., from Fletcher St. to Bridge across Red Lake River, and from 3d St. to 4th St.; Main St., from Fletcher St. to Bridge across Red Lake River, and from 3d St. to 6th St.; Fletcher St., from Main St. to Broadway St., and 3d St., from Main St. to Broadway St., in accordance with plans and specifications now on file in the office of the City Engineer. Bids to be tendered on all granite macadam, sandstone base with three inches of granite top, granite curbing, sandstone curbing and granite gutter. W. H. GRAVER, City Clerk, Crookston, Minn. 1459

Treasury Department, Office of the Supervising Architect, Washington, D. C., November 25, 1903. Sealed proposals will be received at this office until 3 o'clock P. M. on the 7th day of January, 1904, and then opened, for the construction (except heating apparatus) of the U. S. Post-office and Court-house at Harrison, Arkansas, in accordance with the drawings and specification, copies of which may be had at this office, or at the office of the Postmaster at Harrison, Ark., at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1459

Treasury Department, Office of the Supervising Architect, Washington, D. C., November 30, 1903. Sealed proposals will be received at this office until 3 o'clock P. M. on the 8th day of January, 1904, and then opened, for the construction (except heating apparatus, electric wiring and conduits), of the extension to the U. S. Post-office and Court-house at Kansas City, Mo., in accordance with the drawings and specification, copies of which may be had at this office, or at the office of the Custodian at Kansas City, Mo., at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1459

Treasury Department, Office of the Supervising Architect, Washington, D. C., December 2, 1903. Sealed proposals will be received at this office until 3 o'clock P. M. on the 4th day of January, 1904, and then opened, for the construction of an elevator shaft in the U. S. Appraiser's Warehouse at New York, N. Y., in accordance with drawing and specification, copies of which may be had at this office or at the office of Chief Engineer and Superintendent of Repairs, U. S. Court-house and Post-office building, New York, N. Y., at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1459



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PROPOSALS.

HOSPITAL.

[At Whipple Barracks, A. T.]
Office Constructing Quartermaster, Whipple Barracks, Prescott, A. T. Sealed proposals will be received here until December 23, 1903, for furnishing the labor and material for the construction, plumbing, gaspiping, heating and electric wiring of brick hospital. Plans, specifications and other information in this office, and in the offices of the chief quartermaster, San Francisco, Cal., and Denver, Col., and constructing quartermaster, Fort Leavenworth, Kan. CHAS. C. WALCUTT, JR., constructing quartermaster. 1459

SEWERS, CAST-IRON PIPE, HYDRANTS AND VALVES.

[At New Orleans, La.]
Office of the Sewerage and Water Board, 602 Carondelet St., New Orleans, La. Sealed proposals will be received until February 2, 1904, for the construction of approximately 66 miles of sewers and appurtenances and the laying of 2.7 miles of water mains. After December 20, 1903, specifications, general plans and blank forms of proposals may be obtained at the office of the Board, and plans and specifications can also be seen at the office of Hering & Fuller, Consulting Engineers, 170 Broadway, New York. F. S. SHIELDS, Secretary. GEO. G. EARL, General Superintendent. 1460

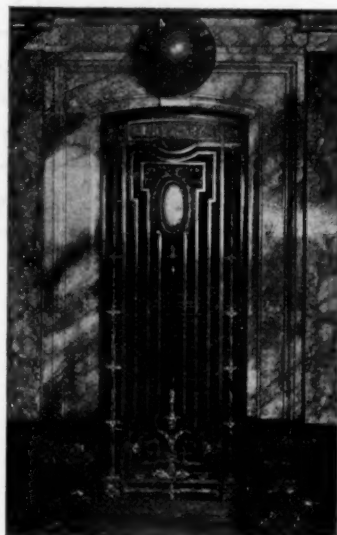
PROPOSALS.

Treasury Department, Office of the Supervising Architect, Washington, D. C., December 2, 1903. Sealed proposals will be received at this office until 3 o'clock P. M. on the 24 day of January, 1904, and then opened, for the erection and completion of the U. S. Government Building, Life Saving Exhibit, Louisiana Purchase Exposition, St. Louis, Missouri, in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent of the U. S. Government Buildings, Louisiana Purchase Exposition, St. Louis, Mo., at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1459

Treasury Department, Office of the Supervising Architect, Washington, D. C., December 2, 1903. Sealed proposals will be received at this office until 3 o'clock P. M. on the 4th day of January, 1904, and then opened, for the installation of two electric passenger elevators in the U. S. Appraiser's Warehouse, New York, N. Y., in accordance with the drawings and specification, copies of which may be obtained at this office at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1459

ELECTRIC PLANT.

[At Holton, Cal.]
Proposals for the erection of the \$75,000 electric plant of Holton Power Co. will be received until January 1. W. F. HOLT, president. 1459



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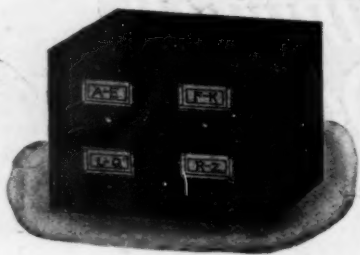
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SECTION 1. No Member should enter into
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SECTION 2. A Member having any ownership
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SECTION 3. No Member should be a party to
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SECTION 4. No Member should guarantee an
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SECTION 5. It is unprofessional to offer draw-
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SECTION 7. It is unprofessional to make altera-
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tect, within ten years of its completion,
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SECTION 8. It is unprofessional to attempt
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SECTION 9. It is unprofessional for a Member
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SECTION 11. No Member should submit draw-
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SECTION 12. The American Institute of Archi-
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charge higher rates whenever the demand for
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SECTION 13. No Member shall compete in
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SECTION 14. It is unprofessional to enter into
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