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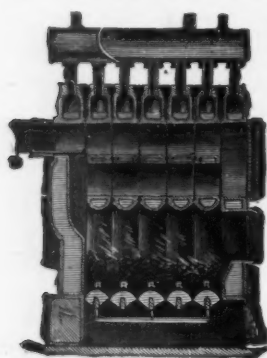
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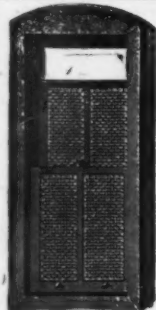
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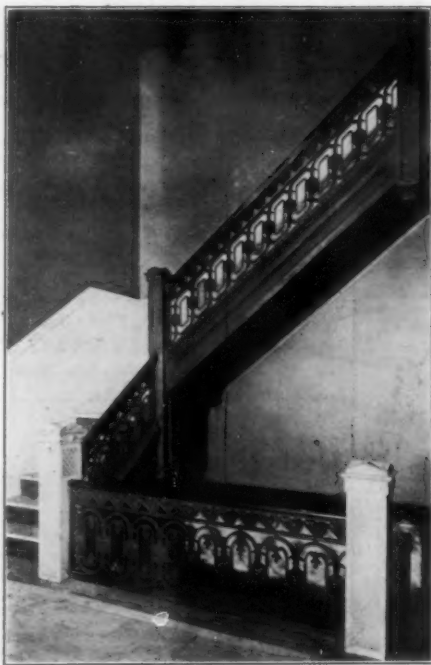
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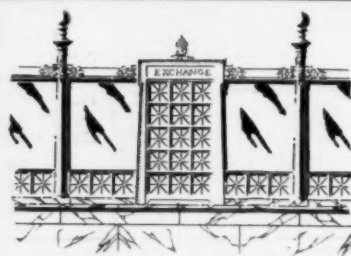
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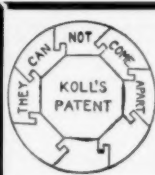
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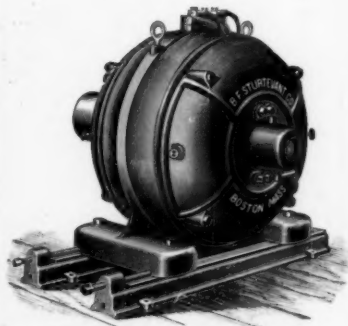


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See the first issue of the month for the following advertisements:—

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WANTED.

DRAUGHTSMAN.—For 1905, competent and experienced draughtsman, character and ability required; state salary expected. Address GEO. C. THOMPSON, Dublin, Ga. 1513

POSITION.—WANTED, position as designer in ornamental iron and bronze firm. Address "R. Z." care American Architect. 1514

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ATELIER BLAIR-VAN PELT.

The Perkins Atelier of Architecture announce that, owing to pressure of business, Mr. Frank E. Perkins has felt it necessary to retire to the position of Ex-officio Patron, and has secured Mr. John V. Van Pelt and Mr. Walter D. Blair, former Professors of Architecture at Cornell University and graduates of the Ecole des Beaux Arts, to continue the criticisms under the name of "Atelier Blair-Van Pelt," on Mondays and Thursdays at 8 P. M., at 122 East 23d Street, New York City. E. DONALD ROBB, Massier. 1514

NATIONAL MILITARY HOME, OHIO.—Bids will be received until Jan. 10, by J. W. Byron, Com. of Sub. & Supt. Post Fund, Central Branch, N. H. D. V. S., for the erection of three Greenhouses and Office Building, as advertised in THE AMERICAN ARCHITECT.

TO WHOM IT MAY CONCERN.

Notice is hereby given that the date of holding the 38th Annual Convention of the American Institute of Architects is postponed to January 11-13, 1905.

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BUILDING INTELLIGENCE.

(Reported for the American Architect and Building News.)

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

ADVANCE RUMORS.

AKRON, OHIO.—Plans and specifications will soon be wanted for the new courthouse for Summit County, for which \$275,000 bonds were recently voted.

ALBANY, N. Y.—It is stated that Mr. Carnegie will be asked to divide his offer of \$150,000 for a library building, that branch libraries in different sections of the city may be erected.

ALBERT LEA, MINN.—Bids will be received by the Supervising Architect, Wash-

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BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

ington, D. C., until Jan. 31, for the construction of the U. S. Post-office at Albert Lea, as advertised in THE AMERICAN ARCHITECT.

AUSTIN, TEX.—Bonds of \$80,000 have been approved for a school.

BALTIMORE, Md.—Ellicott & Emmart have designed a store and warehouse which is to be erected at 105 West Baltimore St. by Contractors McIver & Piel for Mr. J. Henry Strohmeyer, representing the owners. The structure is to be four stories high and will occupy a lot 20x70 ft.

BALTIMORE, Md.—A press report states that a firm of architects have designed a building to be erected at Baltimore in which no wood will be used. It will be six stories, 41 ft. by 70 ft., and the entire structure is to be of re-enforced concrete and steel. Even the doors, trims and door jambs are to be of metal. The windows are also to be of metal, and will be glazed with wire glass. "The side walls, columns and rear walls, as well as the supporting columns of the front walls, will be of concrete. The floors will all have a top dressing of cement, one and a half inches thick. The stairs will be of concrete, with slate treads and wrought iron balustrades. The elevator shaft will be of concrete, as will also the inclosure around the stairway and elevator hall. The cellar



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BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

and roof are to be of cement. . . . One of the interesting features of this structure is that in an ordinary building of this height the walls are about 21 inches thick, but by the use of the re-enforced concrete, six inches will give sufficient strength. This will give forty feet clear breadth on the inside of the building." The structure will be of modern French design.

BALTIMORE, MD.—It is stated that the Municipal Hospital Comm. will erect the municipal hospital between Eastern Ave. and the Pennsylvania R. R. tracks, on a site containing 20 acres.

A permit has been granted Jas. E. Ingram for the erection of a 5-story building at Lombard and Hanover Sts., to cost \$150,000. Ellicott & Emmart, of Baltimore, are the architects. Wells Bros Co., 160 5th Ave., N. Y. City, are the builders.

BATTLE CREEK, MICH.—The Grand Trunk R. R. Co. has purchased 150 acres in the suburbs, and will erect, it is stated, numerous buildings, at a total cost of \$1,500,000.

BOSTON, MASS.—The Hotel Plaza, on Columbus Ave., owned by Tulane University, New Orleans, has been sold to a syndicate of Boston business men. It will be closed for six weeks and \$50,000 alterations made.

Work has been commenced upon the foundations for the mercantile building to be erected in the north end at Hanover and Union Sts., for the James Davis estate. The building will be of brick and stone, five stories high and 62 by 23 feet in dimensions. Cost, \$75,000.

BRADFORD, CONN.—St. Mary's R. C. Church has been destroyed by fire. Reports state that it is proposed to rebuild at once. Rev. John McGuinness, pastor.

BROOKLYN, N. Y.—The cornerstone of the new building of the eastern district branch of the Y. M. C. A. was laid, recently, at Marcy Ave. and S. Ninth St., with appropriate services. The new structure, when completed, will be one of the finest association buildings in the country. It will be constructed of red and black brick, with limestone and terra-cotta trimmings. The interior will be plain, but complete, containing gymnasium, dormitories, a lecture room, locker rooms, about 1,000 in number, four bowling alleys, bathrooms and shower baths. On the second floor will be a banquet room, visitors' gallery, clubrooms and offices, while on the third floor most of the rooms will be given over to educational classes. The cost will be \$275,000, as follows: Building, \$210,000; site, \$47,000; equipment and furnishings, \$17,500. Of this amount there remains to be raised \$72,000.



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BUILDING INTELLIGENCE.

(Advance Rumors, Continued.)

It is expected that the building, when dedicated next September, shall be free and clear of debt.

BARTONVILLE, ILL.—The State of Illinois will be asked to appropriate the sum of \$400,000 for new buildings and increased facilities at the Bartonville Insane Asylum.

BOSTON, MASS.—The Church of the Advent is to have a \$60,000 parish house, and the northeast corner of the church on Brimmer St. is to be completed at a cost of \$3,000, to make room for guild parlors, a parish library, etc.

BROOKLYN, N. Y.—The erection of the new St. Vincent's Home for Boys, at the corner of State St. and Boerum Pl., is now under way. The building will be a handsome fireproof structure, with a frontage of 100 ft. on State St. and about 90 ft. on Boerum Pl. It will be thoroughly modern in every detail. On a lot adjoining the building, with a frontage of 10 ft. on State St. and extending parallel with Boerum Pl., permitting a width of 30 ft. in the rear, an additional building will be erected, devoted solely to laundry purposes.

CHATTANOOGA, TENN.—The Dixie Construction Co. has been awarded the contract

BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

to erect a \$100,000 residence in this city for E. S. Faxon.

CINCINNATI, O.—A \$75,000 bond issue for a high school is proposed. Pres. Chase, Bd. Education.

CADIZ, O.—It is reported that R. P. Scott, the inventor, is preparing to erect a \$50,000 residence here.

CHESTER, PA.—The trustees of the Y. M. C. A. report that \$42,300 has been pledged for the proposed new building for the association at Seventh St. and Edgemont Ave. The entire cost of the new building will be \$80,000, and the balance of the amount needed is expected to be subscribed in a month. The plans call for a fully-equipped gymnasium, swimming pool, spray and shower baths, bowling alleys, individual lockers, game rooms, parlors, auditorium, dormitories, rooms for educational work, and other features.

CHICAGO, ILL.—Marshall Field & Co. will erect at 73 Wabash Ave., a building 146 by 150 ft. Cost, \$750,000.

Jas. Gamble Rogers, Clark and Randolph Sts., has made plans for an 8-story fireproof apartment house, which is to be erected on State St. at a probable cost of \$200,000. Al-

BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

fred L. Baker, president of the Onwentsia Club, is reported interested in the project.

CINCINNATI, O.—It is reported that a company has been incorporated by Harry Levy, W. W. Granger and others for the purpose of erecting a 9-story concrete storage warehouse, costing \$150,000.

COLORADO SPRINGS, COLO.—The furnishing contracts have been let for the new \$60,000 Carnegie library, the formal opening of which will occur between Jan. 15 and Feb. 1. A check for \$5,000 has been received from Mr. Carnegie, making the total amount thus far received \$40,000.

EAST BOSTON, MASS.—A factory building will be erected in East Boston for K. J. Quinn & Co., manufacturers of rubber cement. The situation is Chelsea St., opposite the Standard Oil works. The building will be brick and stone, 25 by 60 ft., mill construction, and will be erected from private plans.

EVANSTON, ILL.—E. H. Dornette, of Cincinnati, has plans about completed for a \$70,000 school building to be erected in Evanston.

INDIANAPOLIS, IND.—The Grand Lodge Knights of Pythias of Indiana proposes to erect a building, from 10 to 14 stories in height. No plans made. The organization is now prepared to furnish any architect who desires to submit plans to the building commission not later than Dec. 31, programme for competition for the selection of an architect. Harry Wade, G. K. R. S.

JOHNSTOWN, PA.—The improvements to the freight terminals in this city planned by the Pennsylvania Railroad include additional side tracks and a new enlarged freight station. The cost will be \$250,000.

LAWRENCE, KAN.—It is stated that bids will be received Jan. 5 by W. A. Jones, Comr. Indian Affairs, Dept. Interior, Washington, D. C., for furnishing material and constructing a brick hospital for Haskell Institute, including plumbing, steam heat and electric wiring. For further information apply to H. B. Peairs, Supt. Haskell Institute.

LOS ANGELES, CAL.—The American Trust Co. will erect an 8-story steel-frame office and hotel building at Los Angeles. Cost, \$475,000.

LOUISVILLE, KY.—Louisville architects will probably furnish the plans for the branch libraries which are to be erected by the Louisville Free Public Library, and it is probable that several architects will be selected, one to prepare plans for each of the buildings.

MASSILLON, O.—Architect F. W. Elliott, of Columbus, is drawing plans for a theatre building for Judge Tallman, who will erect a fine playhouse in this city.

MONTREAL, CANADA.—A modern, fireproof building, costing \$150,000, will be erected on St. Catherine St. by the C. W. Lindsey Co., Ltd., who have purchased property from the Withell estate and will begin at once razing the buildings now occupying the site. The new structure will be seven stories high, with a clock tower, and will be built of steel and stone. The finest marbles and mosaics will be employed in fitting up and decorating the ground floor, and the company will spare no efforts to make this one of the finest piano show rooms in Canada. There

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BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

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NATIONAL MILITARY HOME, OHIO.—Bids will be received by J. W. Byron, Com. of Sub. and Supt. Post Fund, until Jan. 10, for the erection of three greenhouses and office building, as advertised in THE AMERICAN ARCHITECT.

NASHVILLE, TENN.—The Westlake Construction Co., Roe Bldg., St. Louis, Mo., which has the general contract for a 12-story office building, 60 by 105 ft., for the Corner Realty Co., Nashville, will let sub-contracts about Dec. 22. Cost, \$400,000.

NEW ORLEANS, LA.—The Frisco is rushing work night and day, with a large force of men, in order that its terminals may become available Jan. 1. Work on the new passenger station will not begin until the new year.

Bernard McCloskey, 219 Carondelet St., is Chmn. Court House Comm., which will have charge of the plans for the courthouse, which, press reports state, will be received up to April 5. Probable cost of proposed building is \$800,000.

NEW YORK, N. Y.—The Middleboro Realty Co., 20 E. 12th St., will build a store and loft building at 88 University Place, with an "L" at 24-26 East 12th St., now occupied by old buildings. The new owners will take possession May 1, when they will begin the work of building. No plans have been drawn or architect selected.

The Board of Education has awarded the contract for installing heating and ventilating apparatus in School No. 62, Manhattan, to Blake & Williams, at \$54,293.

Plans have been drawn by Turner & Kilian, 9 Maiden Lane, for the erection of five 5-story apartments, 39 by 88 ft., for George C. Edgars Son's, 2 West 88th St., to be erected at the northwest corner of Longwood Ave and Hewitt Place, Bronx. Cost, \$162,000.

NEW YORK, N. Y.—Plans have been filed at the Building Department for the new clubhouse to be built for the Army and Navy Club by uniting and remodeling the dwellings at 107 and 109 W. 43d St. The facade will be of Harvard brick. Cost, \$30,000. Architect, William A. Cable.

PITTSBURGH, PA.—It is stated that preliminary papers have been signed for the sale of the Second Presbyterian Church property at Penn Ave. and 7th St., owned by Herbert DuPuy. It is believed by some that the purchase is made in the interests

BUILDING INTELLIGENCE.

(Advance Rumors Continued.)

of Henry Phipps, who will use the site for a new hotel building.

The C. D. & P. Telephone Co. has purchased two lot, 50 by 150 ft. each, on Fifth Ave., near D St., Oakmont, and will begin at once the erection of a \$20,000 telephone exchange building.

PITTSBURGH, PA.—The Somerfield Machine & Manufacturing Co. has purchased the property at No. 216-220 Second Ave. for \$50,000. The building now on the ground is of little value, and will soon be replaced with an 8-story structure, which the owners will occupy.

Contractor Pritchard, of McKeesport, will build for John F. Jones 30 houses on the west side of Singer St., between Perchment St. and the Sterrett township line. The houses will be 5-room frame dwellings, occupying lots 25 by 100 ft. A block of 10 will be started at once.

PROVIDENCE, R. I.—A resolution has been passed authorizing the officers of the Y. M. C. A. to borrow \$75,000 for the erection of a new building and to issue bonds of the corporation, secured by a mortgage of its real estate, for this amount.

RICHMOND, VA.—It is reported that the proprietor of "The Richmond" will erect a \$350,000 annex, and also that the proprietor of Murphy's Hotel will erect an annex to cost \$400,000.

SOUTH BEND, IND.—The Elks' Temple Association, having secured a large site, is raising funds for a pretentious structure, for which plans are only in embryo. Work will begin early next spring. It will be for lodge purposes only, and is expected to cost from \$30,000 to \$50,000.

THOMASVILLE, GA.—It is reported that the citizens are interested in the erection here of a \$200,000 tourist hotel.

TOLEDO, O.—Bacon & Huber, The Spitzer, are preparing plans for remodeling the Boody House, at a cost of \$150,000. Ferdinand Welsh, Mgr.

George S. Mills, Gardner Bldg., has prepared plans for a building which Willard F. Robinson will erect at Madison Ave. and Michigan St., to be known as "Ann's Court." Cost, about \$48,000.

WASHINGTON, D. C.—The board of directors of the National Episcopal Cathedral at St. Alban's have selected the Gothic style of architecture for the new buildings that will soon be erected. The first of these will be the choir building, situated on a part

BUILDING INTELLIGENCE.

(Advance Rumors, Continued.)

of the cathedral close already selected. It will cost \$100,000.

WEST NEWTON, MASS.—The First Unitarian Society at West Newton has decided to buy the site of the old Allen School and the adjoining estate belonging to Samuel Leonard, at the corner of Washington and Watertown Sts. The purchase price is \$20,000. Plans will be prepared at once. The new edifice will cost \$100,000.

PROPOSALS.

Treasury Department, Office of the Supervising Architect, Washington, D. C., December 12, 1904.—Sealed proposals will be received at this office until 3 o'clock p. m., on the 6th day of January, 1905, and then opened, for painting, etc., at the U. S. Court House, Post Office, etc., at Springfield, Illinois, in accordance with specifications, copies of which may be had at this office, or at the office of the Superintendent of Construction at the building, at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1513

Treasury Department, Office of the Supervising Architect, Washington, D. C., December 13th, 1904.—Sealed proposals will be received at this office until 3 o'clock p. m., on the 7th day of January, 1905, and then opened, for the installation of an electric passenger elevator and hydraulic freight lift in the U. S. Post Office Custom House, etc., at Jacksonville, Fla., in accordance with drawings and specifications, copies of which may be obtained from this office at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1513

Treasury Department, Office of the Supervising Architect, Washington, D. C., December 10, 1904.—Notice is hereby given that the time for opening the bids for a mail conveying system in the U. S. Post Office, Court House, etc., building at Chicago, Illinois, has been extended from December 19, 1904, to 3 o'clock p. m., January 4, 1905. JAMES KNOX TAYLOR, Supervising Architect. 1512

Treasury Department, Office of the Supervising Architect, Washington, D. C., November 30, 1904.—Sealed proposals will be received at this office until 3 o'clock p. m. on the 25th day of

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PROPOSALS.

January, 1905, and then opened, for the construction of the U. S. Postoffice at Washington, Pennsylvania, in accordance with drawings and specifications, copies of which may be had at this office, or at the office of the Postmaster at Washington, Pennsylvania, at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1512

Treasury Department, Office of the Supervising Architect, Washington, D. C., November 30, 1904.—Sealed proposals will be received at this office until 3 o'clock p. m. on the 31st day of January, 1905, and then opened, for the construction complete of the U. S. Post Office at Albert Lea, Minnesota, in accordance with drawings and specifications, copies of which may be had at this office or at the office of the Postmaster at Albert Lea, Minnesota, at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1512

Treasury Department, Office of the Supervising Architect, Washington, D. C., November 28,

PROPOSALS.

1904.—Sealed proposals will be received at this office until 3 o'clock p. m. on the 5th day of January, 1905, and then opened, for the construction (except elevator, heating apparatus and conduit and wiring), of the U. S. Post Office and Court House at Ogden, Utah, in accordance with drawings and specifications, copies of which may be had at this office, or at the office of the Postmaster at Ogden, Utah, at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1512

Treasury Department, Office of the Supervising Architect, Washington, D. C., November 28, 1904.—Sealed proposals will be received at this office until 3 o'clock p. m. on the 4th day of January, 1905, and then opened, for the construction complete of the U. S. Post Office at De Kalb, Illinois, in accordance with drawings and specifications, copies of which may be had

(Continued on page XII.)

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Treasury Department, Office of the Supervising Architect, Washington, D. C., December 3, 1904.—Sealed proposals will be received at this office until 3 o'clock P. M. on the 27th day of December, 1904, and then opened, for the installation of a conduit and electric wiring system for the U. S. Post Office at Leadville, Colorado, in accordance with the drawings and specifications, copies of which may be obtained at this office, or at the office of the Superintendent of Construction at Leadville, Colo., at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1512

Treasury Department, Office of the Supervising Architect, Washington, D. C., December 3, 1904.—Sealed proposals will be received at this office until 3 o'clock P. M. on the 30th day of December, 1904, and then opened, for furnishing

PROPOSALS.

the heating apparatus complete in place, for the U. S. Post Office at Leadville, Colorado, in accordance with drawings and specifications, copies of which may be had at this office or at the office of the Superintendent at Leadville, Colorado, at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect. 1512

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(At National Military Home, Ohio)

Sealed proposals will be received at office of the Commissary of Subsistence and Superintendent Post Fund, Central Branch, N. H. D. V. S. (National Military Home, Ohio), until 12 o'clock M., Jan. 10, 1905, and then opened, for the erection of three Greenhouses and Office Building, in accordance with plans and specifications on file in his office. Blank proposals will be furnished upon application to JOHN W. BYRON, Com. of Sub. & Supt. Post Fund. 1514

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The American Architect and Building News

VOL. LXXXVI

SATURDAY, DECEMBER 17, 1904.

No. 1512.



SUMMARY:—

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OWING to some failure in the postal service, we have been put into the position of giving false information as to the date of holding the annual convention of the American Institute of Architects. As the notice elsewhere printed in this issue shows, the convention has been postponed and will be held January 11-13, 1905.

WHEN the directors of the Art Galleries at Florence, of the Academy of San Luca at Rome, of the National Gallery at Rome, and of the Spanish Academy of Fine Arts at Rome are willing to join with other authorities in the world of art in the expression of a belief that it is high time that concerted action were taken to prevent the further purchase of European works of art by American millionaires, one realizes that there are more sides than one to our tariff on works of art. These responsible and instructed officials seem to perceive that there is a distinct menace not only to the prestige but to the absolute working value of European art collections in the ability and increasing willingness of American men of means to offer for masterpieces of one kind or another such prices as no sane individual, and some officials, can resist. The integrity of the present grenat national and provincial collections is not of course concerned; but there are many small collections and single objects held by private owners which are subject to attack. As these special treasures of art, though widely scattered, are still very numerous in the aggregate, and, so, have a vast effect on Europe as a center for study of the arts, their total or general transfer to this country, even by degrees, is a thing not only to be apprehended but prevented, not only for the sake of Europeans but for our sake as well; for there is not the veriest "Cook tourist" of us all who does not feel

that, if he behave himself with decency, he can have access to a considerable number of these less publicly exposed treasures.

THE director of the Berlin National Gallery of Art, Herr Bode, alone seems to look with equanimity on the possible expatriation and migration of these assumedly threatened treasures of art. He holds that such a new distribution of art could but be good for the entire world of art and the promotion and growth of its best interests. He shrewdly points out that it would merely reverse the flow of travel, and that Europeans, coming to this country to study their once cherished but now too high-priced old masters, would find here many things besides pictures worthy of their attention. This, while broad-minded and flattering, is of course true; but we are not so sure that the suggested transplantation would really promote the spread of art. By patient inquiry and the procurement of letters of introduction the devotee of art can, to be sure, gain access to pictures in many private galleries in this country; but that is a far different affair from the custom of giving the entrée to English and other "show places," when the family is not in residence, to any well behaved and decently clean person who is ready to slip a shilling, franc or mark into the housekeeper's ready hand. In time we may reach this degree of liberal-mindedness, but at present we halt at the stage where we grudgingly send, after urgent solicitation, our cherished canvases to be shown in some loan exhibition, now and then.

ANYONE who knows the man cannot be surprised that Mr. Edward Robinson, the present Director of the Boston Museum of Fine Arts, is being favorably considered as the successor of General Cesnola at the Metropolitan Museum of Art in New York. If the latter institution can secure Mr. Robinson's services, it is certainly to be congratulated; but we seriously question whether reciprocal congratulations could be extended to the Bostonian. In many ways the Boston institution is vastly superior to the one in New York, and it is especially so in the very departments which have been developed under Mr. Robinson's own fostering care. It would be like asking a man to desert his own offspring, to ask Mr. Robinson to leave the Boston Museum just as it is about to embark on the building of a new museum and set out on a new period of expansion. Still, there is large work to be done in New York, and one trained in museum work cannot but see how the proper handling of the large public appropriation and the income from the Rogers bequest must at length make the Metropolitan Museum as satisfactory in all departments as the Boston Museum now is in some.

IT is very unwelcome intelligence that reaches us this week from Signors Manfredi and Marangoni, the engineers who were appointed to inquire into the actual condition of the Church of St. Mark at Venice. The cable brings only a brief outline of what their official report

declares, and, like all such generalizations, this may be more disquieting than the actual text of the report warrants. Anyone who recalls the undulating pavement of the church will hardly be surprised to learn that the engineers have decided that there must be deterioration of the foundations, and that these must be repaired forthwith. It was the general feeling that the fall of the Campanile had had the effect of a series of minor concussions, and had not produced as much of shock and jar as if the tower had toppled over *en bloc*. But the report says that some of the vaulting is threatening to give way, and this seems to indicate that the jarring was more considerable than had been believed. Until it can be known just what the report actually does say, comment on the recommendations might be only misleading.

THE constitution of the new Associated Building Trades of New York and vicinity—these union bodies distinctly resemble globules of quicksilver in their ability to grow or split up into nothingness, yet always preserving the same vices and weaknesses—declares that it shall be “the special duty of this body to use the united strength of all trades represented herein to compel all non-union men to conform to and obey the laws of the trade to which they should properly belong, and if necessary all affiliated trades shall, on a two-thirds vote of the body, cease work; any trade refusing to comply shall be fined five hundred dollars.” This proposition is plain and understandable, clearly expressing the intention of these eighty thousand allied workmen—the enrolled membership of these old unions under a new name—to enslave all non-union workmen. Racial slavery was abolished forty years ago, but here is an avowed attempt to establish slavery of a more bitter kind. The slave of the Southern planter was at least housed, fed and clothed, after a fashion, but these union slaves are to be provided by their masters with the high privilege of starving themselves and their families whenever it may happen to please these masters to order them to go on strike, for the sake of bringing new slaves into the pen. If Mr. Carnegie could only turn his thoughts away from libraries, he might see that he could do no better work for real civilization than by employing the man who is doing such fine work on the Pacific Coast as a “strike breaker” to organize all the non-union men in the country into one body, with a constitution of but a single clause declaring the determination to uphold at all costs the inalienable right of each man to earn his bread without first obtaining the consent of someone else.

THE suburban house which sheltered our younger years was built at a time when buildings had to be symmetrical in outward appearing, if they were to be considered in any way artistically interesting, and so, besides one or two window frames surrounding perpetually closed blinds, since no real window was behind them, it was graced with a wooden chimney astride the ridgepole, to balance a real chimney of brick at the other end of the house. Even to this day shams are not unknown to builders and architects, and when they take the shape they often do in houses built by speculative builders,

who do not care what becomes of house or tenant, once they get the property off their own hands, much more serious mischief results than could possibly be caused by a sham window. Speaking-tubes that consist of a mouth-piece only, gas-supply that is represented by brackets and chandeliers attached to no pipes, soil-pipes that just penetrate the basement walls but do not reach the sewer, and lightning-rods that have no proper “earth,” all are known, and all cause ill to fall on the pocket of the innocent investor in real property; while there are more serious structural shams which cause not only a loss to the pocket but of life and limb as well. Quite the most curious instance of the evil a sham can do occurs in the case of three men, French Canadians seemingly, who put up at a hotel in Nashua, N. H., recently, and as it was chilly thought it would be a good idea to have a fire in the fireplace they found in their room. They were quite naturally vexed when they noticed that their operations had set the building afire, since the fireplace was for show, not for use, and so had no connection with any flue. But their vexation was as nothing to their consternation when they found that the ingenious landlord had caused their arrest on a charge of arson for having set fire to an inhabited building!

A FEW years ago the countryside everywhere threatened to be permanently disfigured with numberless skeleton windmill towers, gaunt, spider-legged and top-heavy. The utilitarian engineer got a long start, but he has finally, to a considerable degree, been overtaken by architects, landscape-architects and non-professionals of refined perceptions, and now the modern windmill, in spite of its chrysanthemum-like blades and folding tail, is quite generally handled so as not to be an objectionable feature—occasionally, even a very acceptable one—of the landscape. There is another and more obnoxious monstrosity that engineers have imposed on the landscape that calls urgently for redress, in a double sense—the wrought-iron stand-pipe of local water companies which, standing on the highest elevation within the reach of economical pumping, forms a blot on the landscape that can be seen from every direction for miles around. A good many attempts to treat the unbeautiful silhouetted parallelograms have been made, almost all taking some form of cylindrical or octagonal masonry tower of military type, with battlements and crenellations, the result yielding, usually, an ungainly and ungraceful silhouette. The New York *Tribune* for last Sunday contains illustrations of a group of Chinese pagoda towers of varied and attractive types, and it is impossible to consider the group without perceiving how their sharply accentuated and often graceful outlines must add interest to the landscape amidst which they are set, and how it would be possible to modify and adapt to the treatment of the American stand-pipe some of the less Oriental, less exuberant of the designs exhibited. The argument that a Chinese pagoda would look out of place in an American landscape could be opposed by the reminder that, on a distant hill-top, there is some likeness between the outlines of certain American conifers and some pagodas.

PASSENGER ELEVATORS—V.*

A TYPE of elevator has been in experimental use at the works of the Otis Elevator Company for some months past which is expected to be used generally in the future for high lifts and high speeds. It consists of a cable drive in its simplest form

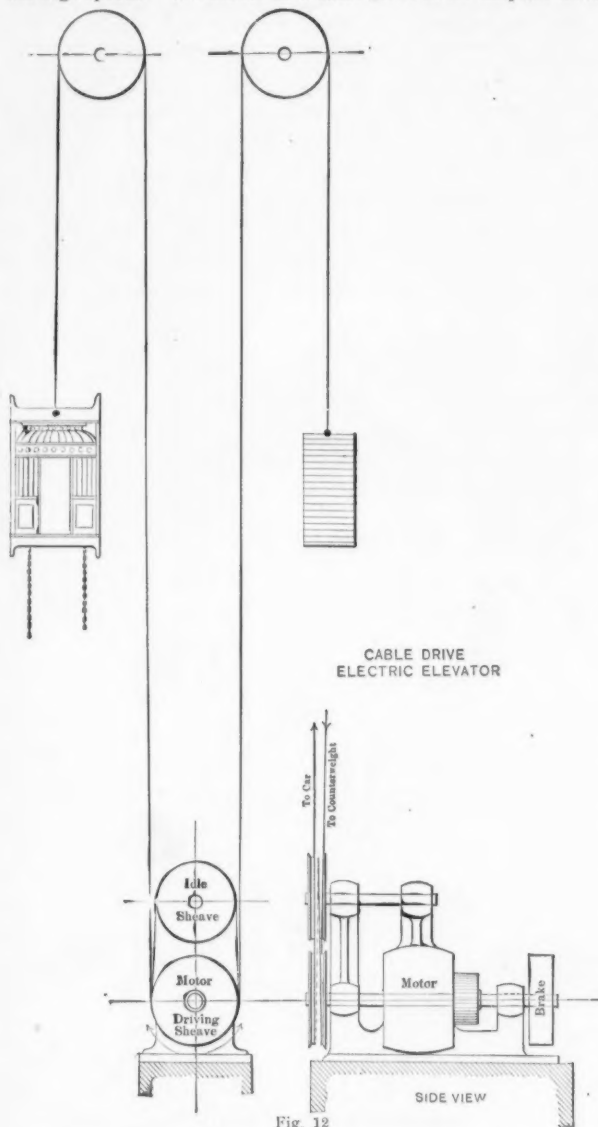


Fig. 12

with driving sheave directly-connected to the armature shaft of a motor of very slow speed, all gearing being dispensed with. The cables pass under the driving sheave, thence over an idle sheave, and again under the driving sheave, and are attached at one end to the car and at the other to a counterbalance weight, the driving

arrangement being similar to that used with cable railways. The two half wraps on the driving sheave give all the adhesion necessary with ordinary elevator service. This can be increased for heavier duties by increasing the number of wraps of the cables. The speed of the car is equal to the circumferential speed of the driving pulley. The extreme simplicity of this elevator renders lengthy description unnecessary. A diagram is shown in Fig. 12.

All types of electric elevators, if of high rise, require compensation for cable variation. This is accomplished in the same manner as with hydraulic elevators, by attaching chains or cables to the bottom of the car or counterweight. This does not change the total amount of power required per trip, but renders the power consumption uniform throughout the trip.

The mechanical efficiency of electric elevators varies with the pitch and diameter of the worm or screw and the design of the mechanical details.

That of the drum type with worm gear ranges from 60 to 72 per cent., with worm pitches varying from 9 to 14 degrees.

The Sprague-Platt long-screw type with ball and roller bearings has shown mechanical efficiencies varying from 62 to 80 per cent., but, requiring an unbalanced car weight for gravity descent, and, being wasteful of starting current, falls behind the drum machine in average current consumption.

The current consumption varies considerably in different buildings with elevators of the same type, and depends upon the careful adjustment of the counterweight to the average load carried, and greatly upon the number of stops made; thus the elevators in the Marshall Field Building, Chicago, using 4.25 k.w.-hr. per car-mile with infrequent stops, consumed 6.5 k.w.-hr. when required to stop at every floor. Similarly, at the Gillender Building, New York City, the consumption in ordinary service was 4 k.w.-hr. and 6 k.w.-hr. when stopped at all landings. Table No. 3 gives the current consumption in various buildings in regular service or by test.

The steam consumed per car-mile for electric, as well as hydraulic, elevators depends upon the efficiency of the engines producing the electric or hydraulic power; and it is quite difficult to make a comparison between the two powers, as no tests have been made of equivalent plants under equivalent conditions; but it can be stated safely that with the small high-speed engines generally used and the intermittent nature of the service, without storage batteries, a kilowatt-hour cannot be produced with less than 70 lb. of steam; hence an average electric elevator using 3.5 k.w.-hr. would consume at least 245 lb. of steam per car-mile.

A test of five Sprague-Platt elevators at Lord's Court, New York City, made by Reginald Pelham Bolton, M. Am. Soc. C. E., showed 3.35 k.w.-hr. per car-mile with an average load in the car of only two persons, and a steam consumption of 298 lb. per car-mile, or 89 lb. of steam per kilowatt-hour.

A comparison with the test of 128 lb. per car-mile at the Standard Oil Building and the test of 136 lb. per car-mile at Ellicott Square, leads to the conclusion that the electric elevator is less efficient than the hydraulic elevator with a high-class pumping engine.

SAFETY.

The safety of passenger elevators is of the highest importance, and, while elevator builders have given great attention to the improvement of the efficiency of elevator plants, the essential element, safety, has not been lost sight of.

In the early days of slow speed the danger of fall from

TABLE No. 3.—SOME ELECTRICAL ELEVATOR PERFORMANCES.

Buildings (all in New York).	No. of ele- vators.	Average rise, in ft.	Machine.	Type of Control.	Specification.		Car-miles per day per elevator.	Kilowatt- hours per car-mile.	Under or over balance.	Remarks.
					Load, in lbs.	Speed, ft. per min.				
Park Row	10	303	Vertical. Sprague- Pratt.	Pilot motor.	3,000	400	16.4	4.17	U 950	6-day test by C. R. Pratt; average load, 591 lbs.
Lord's Court	5	189	Sprague- Pratt.	Pilot motor.	2,500	400	13.4	3.35	U	7-hr. test by R. P. Bolton; average load, 225 lbs.
Postal Telegraph	6	165	Sprague- Pratt.	Pilot motor.	2,500	450		4.30	U	Test by F. J. Sprague.
Gillender	2	213	Drum.	Ward Leonard.	2,000	400	21.7	4.20	O	1 month run in service.
Century	4	235	2 Duplex 2 Drum.	Fraser. Magnet.	2,000 2,000	500 350	18.0	5.76	O	9½-hr. test in regular service.
Caledonian	3	140	Drum.	Magnet.	2,000	400	15.2	3.58	O 639	7-day test in regular service.
Tontine	3	132	Drum.	Magnet.	2,000	350	11.25	3.08	O 800	6-day test in regular service.
Downey	3	184	Drum.	Magnet.	2,500	400	10.9	4.35	O 620	8-day test in regular service.
Park Ave. Hotel	1	110	Drum.	Magnet.	2,500	250	13.96	3.82	O	7-day test in regular hotel service.
Fisher	2	127	Drum.	A. B. See.	2,000	200	3.7	2.20	O 140	Small manufacturing building.
Douglas	1	113	Drum.	Magnet.	1,500	275	6.3	2.12	O 400	Small manufacturing building.

*A paper by Mr. Thos. E. Brown, M. Am. Soc. C. E., read before the International Engineering Congress, St. Louis, October, 1904, and published in the "Proceedings of the Society." Continued from No. 1511, page 86.

breakage of the cables was alone considered, and the devices used were principally such as would stop the descent of the car should the cables break; but with the introduction of higher speeds necessitating better designed apparatus, and the use of a multiplicity of cables, accidents due to breakage of cables became infrequent, but, nevertheless, it was found that serious accidents could occur, and did occur, from runaways caused by derangements of the controlling apparatus, loss of pressure, etc., and it was recognized that safety apparatus depending on velocity and not alone upon breakage was necessary.

The two essential elements of safety are the prevention of excessive speed from any cause, and over-running the limits of travel.

The early forms of safeties were designed to produce positive and quick stops. These answered for the slow speeds then in use, as, with such speeds, short stops were not dangerous to the passengers; but with the high speeds usual to-day, namely, 8, 10 and 12 ft. per sec., such devices, even if they could withstand the impact without their own destruction, would result in serious in-

jury to the passengers. Hence modern safety devices provide invariably for a resistance proportioned so that the car will slide a distance proportional to its velocity.

Tests have shown that a strong, healthy person, when descending at speed, may be stopped in a distance of one-fifth of the velocity height without serious injury. This means increasing the strains upon the members of the body to six times the normal strains due to the individual's own weight. Manifestly, persons of delicate structure could not stand such a strain without serious injury, and, in good elevator practice, it is customary to arrange the safety devices to produce a stop about equal to the velocity height, thus doubling the strains on the members of the body, strains which a person of the most ordinary physique can sustain without injury or serious discomfort.

To accomplish this the retarding force of the safety devices should not exceed twice the weight of the car and load. The arrangements, by which the safeties were operated by breakage of the cables, are now generally abandoned, and modern devices are operated by speed governors set for a predetermined speed, usually from 30 to 50 per cent. in excess of the designed speed of the elevator. If, from any cause, the speed of the car reaches that at which the governor is set, the safety devices are put in action and the car brought to rest.

All the governors are of the centrifugal type, and are usually set in a fixed position at the top of the hatchway, and revolved

by a rope attached to the safety devices on the car, the governor acting by gripping the rope and preventing its further motion, the continued motion of the car operating the safety clutches.

In some cases the governor is placed upon and carried with the car, and operates the safeties directly, the motion being imparted to the governor by a standing cable. In either case the principle of action is the same.

In 1893 the guide rails of elevators were principally of hard wood, and the safety clutches were designed to act upon these. The type of safety generally used consisted of arrangements of planer teeth forced into the guide and producing resistance by planing or grooving the wood guide as the car descended. Plate XII. shows one form of this type of safety.

These devices in various forms are still in use with wood guide strips, especially for very heavy work, and for light work where the use of wooden guides is not considered objectionable.

For the modern office building, and with high-class passenger elevators generally, where the loads carried do not exceed 3,000 or 4,000 lb., steel T-guides are used on account of the superior,

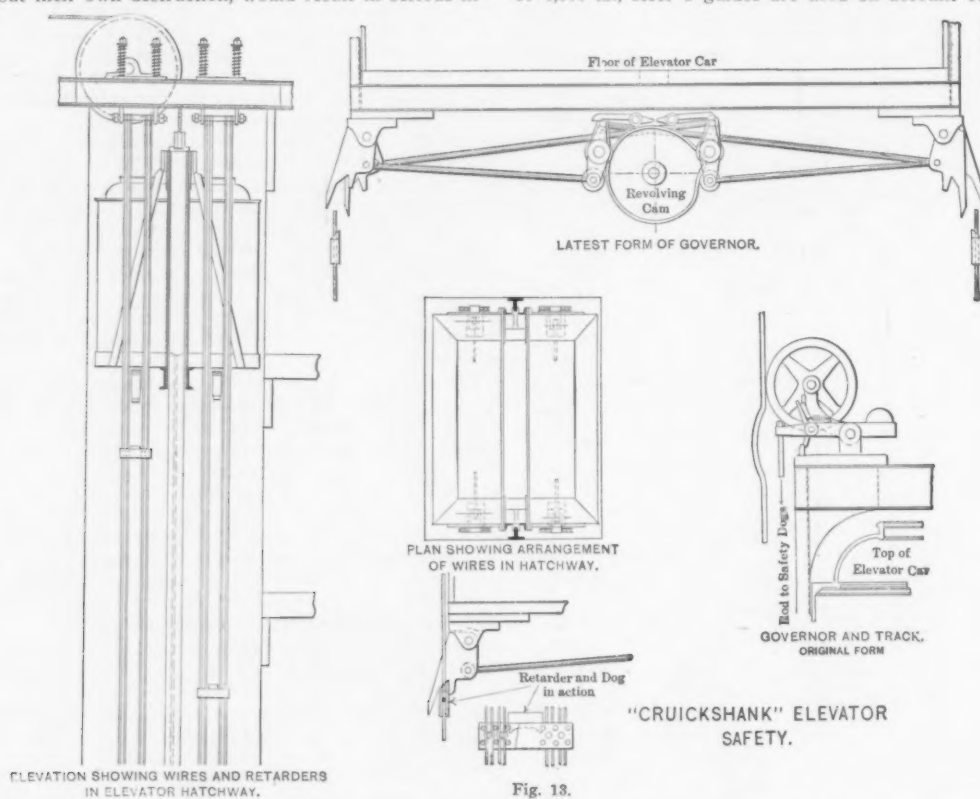


Fig. 13.

smooth, gliding motion attained when such guides are well finished and well erected.

The safety device used with such guides invariably consists of heavy jaws caused to grip the guides with sufficient force to produce the friction required for retardation. As the coefficient of friction on a greased steel guide is at times as low as 0.08, it will be evident that such jaws must grip the guides with tremendous pressure. This is accomplished by constructing the jaws in the form of scissors, the handle ends being forced part by wedges, acted upon either directly by steel springs or by right- and left-hand threads, turned by a drum upon which the governor rope is wound.

The first method gives a uniform pressure (that due to the force of the spring), and therefore uniform retardation. The second gives a varying pressure, gradually increasing as the safety drum turns and with increasing retardation. Both methods have advantages.

A safety device combining both methods, the jaws being actuated primarily by a spring, the pressure upon which is increased gradually by screws actuated by the revolving drum is sometimes used.

The drum safety device is shown in Plate XII.

These safeties, as designed for standard passenger elevator service, have a retarding force of from 8,000 to 12,000 lbs.

The ordinary hydraulic elevator (which descends by gravity)

is not likely to acquire dangerous speed in an upward direction, and hence the governors and safety devices are designed to act in descending only.

The electric drum over-balanced elevator, also, under general conditions of design, is not likely to ascend at excessive speed, and, therefore, is provided with safeties acting on descent only; but such types as the pulling plunger hydraulic and all forms of electric rope-drive elevators may acquire excessive speed in either direction, and hence are provided with double-acting governors, arranged to operate the safeties in either direction.

Over-running the limits of travel is provided against in hydraulic elevators by the introduction of a secondary valve, which is closed by the motion of the piston or cross-head at each end of its travel; also, the stroke of the piston is limited by the length of the cylinder, and the pistons are usually arranged with followers which cover the ports at the ends of the stroke; thus the hydraulic engine has three provisions against over-running.

First.—The secondary valve especially for the purpose;

Second.—The closing of the ports by the piston followers; and

Third.—The final limit of the length of the cylinder.

With the electric drum machine, the limit stop consists of a mechanical device attached to the winding drum which operates the same controlling devices at the limits of the travel as are used in ordinarily stopping the machine.

The mechanical connection to the drum usually consists of a fine-threaded screw on the end of the drum shaft upon which a traveling nut moves in a fixed ratio to the movement of the car; this nut, at the ends of its travel, moving the controlling device. Such a device, being adjustable and operating the ordinary controlling devices, fails if the controlling devices fail, or if improperly adjusted. Hence additional limit switches are placed in the hatchway, operated directly by the car itself, or its counterweight. Should the car run beyond its limits, these switches cut off the current and apply the brake.

In all types of rope-drive elevators, as the ropes are not connected positively to the driving sheaves, there is no fixed relation between the position of the car and the position of the driving machinery; hence mechanical connections from the driving sheave to the controlling devices cannot be positive. In such cases, limit switches, impinged upon by the car or counterweight, and which operate the ordinary controlling devices, are used, and, in addition to these, pneumatic or hydraulic buffers are attached to the counter-weights or cars, arranged to bring them to rest at the ends of the travel independently of other devices. This method is particularly applicable to rope-drive machines, as, there being no positive connection between the cars and driving sheaves, the winding mechanism can be allowed to continue running by slippage of the ropes.

An important element of safety in all types of elevators is that the counterweight be arranged to bottom solidly before the car

reaches the overhead work.

Besides these primary safety devices, secondary devices are used with drum-winding machines, such as potential switches to cut off the current in case of excess, and slack-cable switches to cut off the current and prevent further revolution should the car or counterweight be arrested in its travel either by the regular safety devices or by obstructions in the shaft, thus preventing the cables unwinding from the drum. Manifestly, such slack-cable devices are not required with hydraulic elevators and rope-drive electric elevators, as in these types the cables are always in tension. In the modern types of electric elevators, the brakes are held off by magnets excited by the current, and hence breaking of the current by means of any of the safety attachments actuates the brakes.

It is customary to arrange elevator safeties, which are essentially automatic, so that they may also be put in action by the operator in the car.

All the foregoing provisions for safety, while very efficient when maintained under proper supervision, being mechanical and electrical devices, are not proof against inattention, carelessness and neglect. They may be relied upon absolutely when new and first adjusted, and afterwards if cared for properly; but, unfortunately, they are rarely called upon until after long use, inviting a false sense of security and neglect. Hence, when, after a long period of service, they are called into action, unexpectedly, they have frequently failed from neglect of adjustment, and even from previous breakage or removal of essential parts.

These conditions caused considerable study to be devoted to an effort to devise some type of apparatus which would be free from danger of becoming inoperative through neglect, and led to the production of what is known as

the "Cruikshank Elevator Safety," the invention of Mr. R. C. Smith. This is shown in Fig. 13.

Previous devices required to be kept in good condition in order to act. This requires to be kept in good condition to keep it from acting and preventing operation of the elevator.

It is based upon the principle that if a wire is bent over three pins, force is required to slide the pins along the wire, the resistance being nearly inversely proportional to the cube of the distance between the pins.

For passenger elevators the standard size of wire used is 0.192 in. in diameter, having a breaking strain of 1,800 pounds. The pins are spaced so as to give a resistance of 400 pounds per wire, or a safety factor of 4.5.

Four sets of wires, eight in a set, are stretched from top to bottom of the building at the sides of the elevator guide rails. Plates with bending pins inserted, called "Retarders," are strung along the sets of wires at intervals, usually 10 or 12 feet. Four hinged dogs are attached to the bottom of the car, one for each set of wires, and are normally in position over the retarders. In normal running, as the car passes the retarders, the dogs are

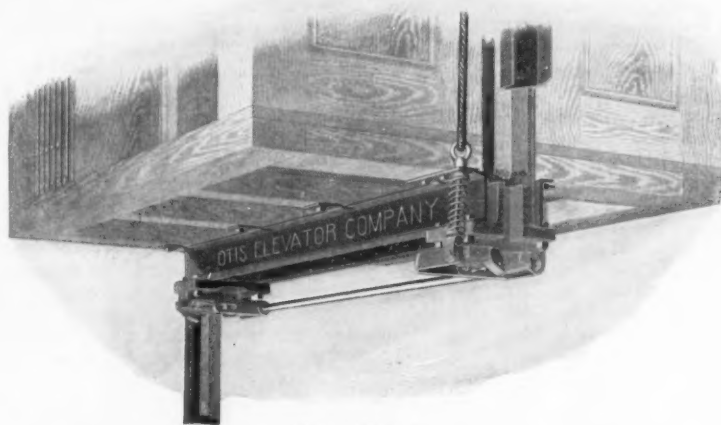


Fig. 1—Plate 12.

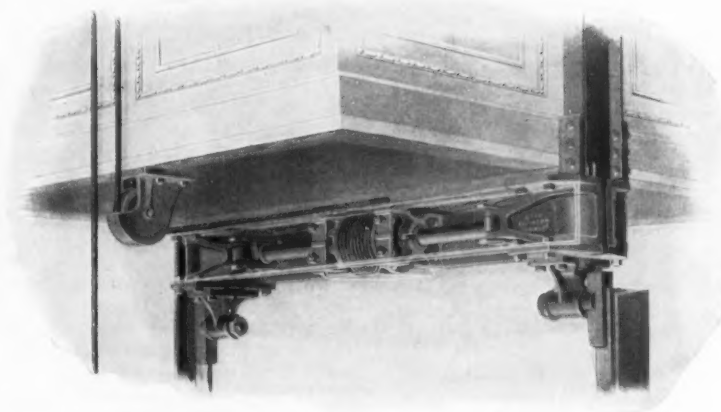


Fig. 2—Plate 12.

PLATE XII.

allowed to drop back out of the way and pass without catching. The dogs are arranged in pairs, and the retarders are staggered, and one pair of dogs only can move out of the way at a time, leaving the others in position over the retarders.

A governor wheel is attached to the top of the car by a pivoted arm. This governor wheel runs on a track with depressions at intervals, into which the governor wheel drops, its motion causing the dogs to swing and pass the retarders. The depressions in the track are of such length and depth with relation to the pendulum length of the governor that when traveling at normal speed the governor follows the track, but at a higher speed than normal, the governor fails to follow the curve of the track, and fails to move the dogs out of the way of the retarders, and the elevator car is brought to rest with uniform retardation.

When one pair of dogs picks up the retarders, the retarding force is that due to 16 wires, or 6,400 pounds, and if this resistance is not sufficient to bring the car to rest, it continues to slide until the other pair of dogs picks up the retarders on the other sets of wires, producing a total retarding force of 12,800 pounds.

The strain in the wires is well within the elastic limit, and may be brought upon the wires an indefinite number of times without injury.

After the safety has been in action, the retarder can be slipped back and reset in position easily and quickly.

It will be readily seen that with this system the safety can be prevented from stopping the car, even at normal speed, only by being maintained in good working order.

In the later form of this device the governor and rail are replaced by a cam under the car, revolved by a cable, depressions in the cam performing the function of the depressions in the rails. In this case the pendulum length of the dogs themselves is the governing function, as they swing out of the way of the retarders by gravity, and hence if the velocity is too great, the dogs cannot clear the retarders, and the car is stopped.

Latches which prevent the dogs swinging back, once they have swung out beyond a given distance, form a second governing device, as, while the time of swing is fixed by the pendulum length, the length of the swing increases with the velocity of the car.

This device may also be used as an automatic terminal stop by placing retarders at the terminals, rendering it impossible for the elevator cage to go beyond its limits without catching on the wires. Also, the governor track may be arranged so that the car cannot approach either terminal except at slow speed.

An important feature of this device is that when the car is arrested, it can be immediately released by reversing its motion, provided the cables and machinery are intact, and the power has not failed.

This type of safety is comparatively new, but, on account of its intrinsic merit, is coming rapidly into use, and bids fair to become the standard elevator safety device.

It is estimated that the number of passengers carried daily by elevators in the City of New York exceeds the number carried by all the surface and elevated railways, and it speaks well for the excellence and safety of these machines that so few of these millions of passengers are injured.

The elevator, looked upon forty years ago as a luxury, has now become a necessity, and, from installations costing a few thousand dollars, has grown to single installations costing half a million. The installations of passenger and freight elevators throughout the United States during the past year amounted to more than \$12,000,000.

The writer, as far as possible, has given credit in the body of the paper to the inventors of the devices mentioned. His own part in the development described has been merely the selection and adaptation of the inventions of others.

(The End.)

RECENT EXCAVATIONS IN THE ROMAN FORUM.

AT the London Institution, November 21, Mrs. E. Burton Brown gave a lecture on "Recent Excavations in the Roman Forum."

In the course of the lecture—which was illustrated by lime-light views—Mrs. Brown said her only claim to being privileged to speak about the Forum and the excavations of Comm. Boni was that for eight years she had followed them daily. She had watched so much what had been done and was being done that she could really claim to know at first-hand about the wonderful work he had achieved and was still achieving. He had found all the things which were most significant for their knowledge of the religion and of the political history of the early Romans, in the

short space of between six and seven years. The Latin peoples began to come into Italy about the middle of the second millennium before Christ; they were in a pastoral stage, and they settled towards the west on the low hills. The Forum was simply a narrow low-lying marshy valley surrounded by hills, on the top of each hill there being a small community of those Latin peoples settled. The Forum became the market-place of these peoples, who came down from the hills to barter and exchange, and it was owing to the intense loyalty of the Romans to their old early traditions and to anything which had to do with the origin of their State, that the Forum Valley became the center of the whole of the life of Rome. It was there that the criminal courts were held; that the triumphal processions passed by; where the buying and selling was done; and where social meetings were held. It was this wonderful loyalty to their own traditions which was one of the great secrets of Rome's greatness, and why it lasted so much longer than the little republic of Greece did. First there were open stalls, and then the great bankers' shops, and so on, which became the cardinal points of interest in the Forum as a market-place. Mrs. Burton Brown proceeded to point out the principal features of the Forum and the buildings adjoining on the map thrown upon the screen. As they knew, records of early races had been found generally to be better preserved in tombs, and Comm. Boni pointed out some years ago that they knew there was a sanitary law in Rome which precluded the burial of the dead in houses, and he believed that as the Forum Valley lay in the midst of village communities there would probably be tombs there. He dug in many parts of the Valley, but most of the old tombs had been destroyed by the foundations of later buildings. Just at the end of the Esquiline Hill, however, he found an interesting and exceedingly primitive graveyard. The bottom stratum of these tombs dated from between 1300 and 800 B. C., and in one was found a warrior who had been buried and was not burned. But at the same level were found a great many other tombs of another character—they were not graves, but pit tombs. About thirty-seven such tombs were excavated, and at the bottom were found enormous jars. Inside the large jar was a smaller jar which contained the ashes of the dead man, and in the large jar also were from nine to thirteen vases containing the remains of food. In some of them the bones were so perfectly preserved that they could be identified as the bones of goats and sheep, and in one were the bones of a fish, which were exactly identical with the bones of a fish now found in the Tiber. The reason why food was buried was doubtful. The general belief was that it was placed there as food for the spirit of the deceased, but it seemed more probable that it was an act of simple sacrifice—the people sacrificed what they found most difficult to get as an offering to the deceased. The pottery was exceedingly interesting, for it was all made by hand, before the introduction into the country of the potter's wheel. Boni took out some clay from the district, and proved that these early people used the clay of this very place. In several of the tombs were found models of huts. They were round, with gabled roofs supported by cross beams with a peculiar little chimney. On the frontier between India and China some years ago she saw huts exactly the same as the models found in the tombs. They found also in the Forum graves of a later date with pottery which was well made. They were tombs of little children, and were about 800 B. C. The lecturer next dealt at some length with the Pool of Juturna. She remarked that it had always been the duty of the women to go for water while the men were away fighting, and it was just the same in the Forum. The little group of shrines started with the water-spring of the Pool of Juturna, just at the end of the Palatine. To excavate this Comm. Boni had to dig down about 50 feet. He found many things, but nothing so interesting as this Pool of Juturna. What they saw on the screen was a great oblong basin made of concrete with a base intended for a statue, which only dated from the reign of Augustus. They found another large basin underneath, and underneath again were found traces of a little pool with yellowish sand. There was no doubt that the Romans thought the water of this pool had curative properties, for alongside were a number of little arched chambers which must have been erected for the sick and there were also fragmentary statues of health deities. They saw first that the Pool of Juturna was for the water supply for the Palatine women, and then was used as a health place. There had also been found, however, the statue of a horse and two torsos, which undoubtedly referred to the story of Castor and Pollux. When the Tarquins were turned out of Rome by Brutus and his army, they caused to be spread the legend that Castor and Pollux had helped them to win the battle, and that after they had done so they

washed their horses at a well. The well referred to was undoubtedly the Pool of Juturna, and statues of Castor and Pollux were erected just by. Beside that the temple to Castor and Pollux was erected, and the three remaining pillars were the most beautiful things in the Forum. A few steps away from the pool was found a white marble well-head, but the peculiar thing was that there was no well. It looked down a shaft, and Boni found that it was supplied with water from a little leaden pipe from the Pool of Juturna. It seemed probable that this was to enable the Vestal virgins to obtain their supply of water, which it was their duty to get for all great expiatory sacrifices. The lecturer briefly referred to the remains of the Temple of Vesta, and the House of the Vestal Virgins, which she said must have been an exceedingly beautiful house. Coming to the Regia she (Mrs. Burton Brown) said that the basis of what may have been the sacrum for the sacred spears of Mars was unearthed. The Regia stood by the Via Sacra, and there were still two interesting shrines left. Going towards the Quirinal Hill they found the Comitium, what was the House of Commons of ancient Rome, and the Senate House, or House of Lords, and they discovered last May the Gulf of Curtius. Boni chose the Comitium for excavations, and found twenty-three layers. It was a regular record of Roman life—one floor above another. There were found traces of the Rostra. There was a mass of evidence that in the Comitium near the Rostra was the "black stone." The black stone was a great piece of black marble let into a white marble pavement. Boni shored this up, and got beneath to see what was there, and he found underneath the bases of two statues which might well be those of the lions said to guard the tomb of Romulus. Behind them were two columns, each of which was originally about 5 feet high, but had been broken off. There was an inscription on one of the stones, but although about 87 papers and books had been written on this inscription, only one word could be made out. It was probably broken by the Patricians in their anger against the Plebeians. There were records by Cicero that about the end of the second century B. C. these stones were broken.

They were found surrounded with ashes and broken vases, and it was evident that a great sacrifice was made there, and the place burned away, although it was marked by the "black stone." In conclusion, Mrs. Burton Brown showed a number of photographs of the Forum of Caesar, and of the great system of underground tunnels, by which Julius Caesar hoped to provide better games for the people. These tunnels were 7 ft. high and 4 ft. wide, and there were openings to the surface, and lifts were constructed, worked by windlasses, one of which Commendatore Boni found.

DOLCEACQUA.

BETWEEN Bordighera and San Remo is the old town of Dolceacqua (sweet water), through which and under an old Roman bridge passes the river Nerva—in dry weather a series of puddles between hillocks of pebbles; in wet weather a rushing torrent. Above the town the Doria family built their château surrounded by fortified walls. The houses rise one above the other up the hill, a mere rock. Many of the streets, paved mule-paths, are tunneled under the house like those of San Remo and Ventimiglia. Terraces rise above one another, Oriental fashion. These may be seen in the curious sixteenth century plan reproduced upon the inevitable postcard, not an unmixed boon to the traveling public, for it is difficult now to obtain a good photograph of many places out of the beaten track. You ask for a photograph of such places, and postcards are produced, as if they were synonymous. The Doria

family possessed another castle some 10 kilometres distant, on the left bank of the Nerva at Isola Buona.

Another old town, Grimaud, also has a frowning feudal castle upon the top of the hill—frowning no longer, as it is a complete ruin. Grimaud lies between Ste. Maxime and St. Tropez. The Ile des Juifs is picturesque with its pointed-arched arcading, after the Italian manner. The castle is entirely ruined. The Romanesque church is of little note.

BOOKS AND PAPERS

IT should be of interest to many of our readers, whether they read French readily or do not, to learn that M. Planat's highly valuable *Encyclopédie de l'Architecture et de la Construction* is being brought out in a popular edition, in octavo form in twelve volumes. The original edition was published some fifteen years ago in six volumes of small quarto form at a total cost of three hundred and sixty francs; while the new edition will cost but two hundred francs, and, being issued in parts at eight francs per part, will not be beyond the easy reach of many young architects who are now forming their library. Really, a working library which does not include M. Planat's *Encyclopédie* is very far from being complete.



CHATEAU DE GRIMAUD, NEAR ST. TROPEZ, FRANCE.

IT is not often that a book opens with so crowded a title-page as we find in this charming book that in the process of a change of offices has come to light again, and which can hardly be spoken of as a new book, since it bears last year's date. But it is charming, even if not absolutely fresh, both as to manner of presentation, and still more as to the interest and value of the contents. We have before this repined that there were not more wandering architectural photographers who combined a satis-

factory technical skill with the keen artistic sense and trained knowledge of architecture that Mr. Davie possesses. In this case, as with other books, he has aided in producing an extremely interesting, and, withal, useful book.

Mr. Tanner's short essay, with its sketches and sectional details, at once elucidates the story told by the photographic prints, and serves to fill certain gaps in the historical sequence. These photographic views can hardly have been gathered of set purpose by one who had set out to bring together in historic sequence doorways that would tell the story of development from the late Gothic door, through the transitional and somewhat abortive English Renaissance, down to the homelike doors of the Georgian times, the latter always appealing to the affections of the American observer, yet the result is quite as full and satisfactory as if such a purpose had actually been carried out.

As the best means of indicating the character and charm of this little work we have produced elsewhere in this issue reduced prints of four of the plates, because by bringing them together in this way they admirably illustrate the evolution of the shell doorway which has had such vogue in this country of late years, but generally with not too successful result.

"Old English Drawings." A Series of Historical Examples from Tudor Time to the End of the XVIII. Century. Illustrated on seventy plates, reproduced in collotype from photographs specially taken W. Galsworthy Davie, with historical and descriptive notes on the subjects including thirty-four drawings and sketches by H. Tanur, Jr., A.R.I.B.A., author of "English Interior Woodwork," and joint author of "Some Architectural Works of Inigo Jones." London: B. T. Batsford. New York: Charles Scribner's Sons. 1903. Price, \$6, net.



POSTPONEMENT OF THE THIRTY-EIGHTH ANNUAL CONVENTION AND DINNER, A. I. A.

The Board of Directors have determined that January 11, 1905, will be the best time for holding the Thirty-eighth Annual Convention. In order to comply with the Constitution, a limited number of local members will meet December 15, 1904, and, no quorum being present, will adjourn until January 11, 1905.

Delegates who have been elected, and other members who expect to attend the convention, are advised that the actual proceedings and all business will take place between January 11 and 13, 1905.

On the night of January 11, 1905, a formal dinner will be given by the Institute, with invited guests of those distinguished in art, literature, education, and of the Government.

Each member of the Institute attending the convention will have the right to attend the dinner upon the payment of ten dollars per plate. It has been found that it will require this sum to pay for the various expenses connected with a dinner of the character which the Institute proposes to give.

The favorable replies have been so unexpectedly numerous that I have been instructed to inform all members that it will be necessary to limit the number of members and their personally invited guests to one hundred and fifty, and to notify all members that their names will be put down according to the date of their acceptance.

GLENN BROWN,
Secretary, A. I. A.



THE ROYAL CENTRAL POLICE BUILDING, HANOVER, GERMANY. HERR P. KIESCHKE, ARCHITECT.

This plate is copied from *Zeitschrift für Bauwesen*.

DOLCEAQUA, ITALY.

See description elsewhere in this issue.

HOUSE OF JOHN FARSON, ESQ., OAK PARK, ILL. MR. GEORGE W. MAHER, ARCHITECT, CHICAGO, ILL.

STABLE BELONGING TO THE SAME OWNER.

THE DERIVATION OF THE SHELL DOOR-HEAD.

These subjects are reduced reproductions from Messrs. Davie and Tanner's charming little book on English Door-ways noticed elsewhere in this issue.

Additional Illustrations in the International Edition.

NORTHWEST AND SOUTHEAST VIEWS OF THE ROYAL CENTRAL POLICE BUILDING, HANOVER. HERR P. KIESCHKE, ARCHITECT.

These and the interior views shown on the next plate are reproduced from *Zeitschrift für Bauwesen*.

MAIN ENTRANCE HALL AND FIRST-FLOOR CORRIDOR OF THE SAME BUILDING.

THE PULPIT: ROGERS MEMORIAL CHURCH, FAIRHAVEN, MASS. MR. CHARLES BRIGHAM, ARCHITECT, BOSTON, MASS.

DER ROMER, FRANKFORT-ON-THE-MAIN, GERMANY.

This plate, copied from *Blätter für Architekten*, shows the restoration of this interesting group as carried out in 1896-9, by Herr M. Mickel, Architect.



A CORRECTION.

TO THE EDITORS OF THE AMERICAN ARCHITECT:

Dear Sirs.—In your issue of *The American Architect*, dated 10th inst., we find an illustration of the entrance of an apartment designed by us at 667 Madison avenue, New York City. You have given the number 267, which is an error. We presume, also, that by some oversight you failed to mention our names as architects.

We will appreciate the courtesy of a correction.

Yours truly,

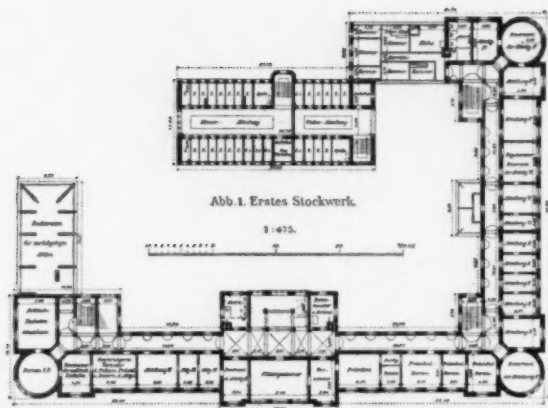
HORGAN & SLATTERY.



THE "MILLE VICTOIRE" OF THE VENDÔME COLUMN.—Mrs. Frederic Harrison contributes to the *Cornhill Magazine* the story of a "Visit to Paris After the Great War," in which among other things she tells a bit of curious history. It was in 187—. The host, on showing her to a room, cautioned her under no circumstances to disturb a box which lay under the bed. Later she learned that the box contained the little figure that had stood in the outstretched hand of Napoleon on the Vendôme Column. The column had recently been torn down in the disturbances of the Commune, and the shattered pieces lay along the roadway, on mattresses which had been spread to receive them. Only the "Mademoiselle Victoire," as the people called the figure, was missing, and great was the hue and cry after this popular fetiche. To continue the story as Mrs. Harrison has related it: "A young workman whom I know well, and for whom I have the greatest respect, was present among the crowd when the column was pulled down. The Victory rolled on the ground by his feet. He swore to himself that that symbol of war and of the aggression of the Napoleonic régime should never be raised on high again as an image to be worshipped; so, with a sore superstitious feeling that he was helping to scotch an evil thing that might yet work mischief to France, he carried home the figure and hid it. It is about two feet six inches in height. When, however, the search for 'Mademoiselle Victoire' began, it became a matter of life and death for him to conceal it any longer in his poor lodging, and he brought it to me one night and begged me to keep it and promise never to give it back." Later Mrs. Harrison's English friends left Paris, and the purloined statue passed through various hands. The last owner found it a veritable white elephant: "He, in a flippant spirit, painted the poor Victory white. He described to me how odd she looked, and shorn of her glory, and how like a malefactor he felt when he had reduced her to the level of a plaster cast. He tried many plans of concealment, and at last wedged her tight into a disused chimney. But after a while he, too, found the part too onerous to sustain. He would wake in the night at some chance noise to fancy that she had fallen down the chimney and was being picked up by the concierge. 'Elle m'obsédait,' said he, 'à un tel point,' that one day he determined to have done with her forever; so, years after the day on which we found her in our friend's house, he carried her to a deserted open space outside Paris and laid her carefully down upon a heap of rubbish. I have always felt that the Victory imposed her personality very strongly upon those who had charge of her. The authorities, I need not say, very soon discovered her, divested her of her coating of white paint, and replaced her on the Colonne Vendôme, where once more she presides over the destinies of France."

A RUSSIAN FERRO-CONCRETE LIGHTHOUSE.—A lighthouse of ferro-concrete has been constructed at Nicolaieff, near Odessa. The height is 131 feet, the diameter at the base 28 feet, and that at the top of the shaft 6 feet 7 inches. The service-room, which is 14 feet 3 inches in diameter, is corbelled out, and thus overhangs 3 feet 10 inches on each side of the tower. For purposes of design the tower was considered as a tube firmly fixed at one end and acted upon by a distributed pressure, due to wind, of 564 lbs. per square foot. The foundation is sunk only 8 feet 3 inches below the surface of the ground. The skeleton consists entirely of upright rods and of circular rings, the surrounding concrete being mixed in the proportion of 660 lbs. of Portland cement, 1 cubic yard of ballast and half a cubic yard of sharp sand. In order to insure that the concrete takes a firm hold of the framework, the latter is brushed over with grout prior to the concrete being run in. It is claimed that a saving of 40 per cent. is effected by the use of the ferro-concrete. The weight of the structure is given as 453 tons, of which 342 tons only represent the weight of the ferro-concrete, whereas the weight of such a lighthouse put up in the ordinary way would be 1,343 tons.—*The Architect*.

THE ITALIAN GOVERNMENT'S CATALOGUE OF ART TREASURES.—Italian journalists are scoffing at a catalogue prepared by the Government. This catalogue was to contain specifications of the valuable art objects that it will not be permissible to sell to foreigners without the Government's consent. The printed list gives, however, only 140 such art treasures for all Italy!—*Exchange*.



From *Zeitschrift für Bauwesen*.

Hauptfront.
THE ROYAL CENTRAL POLICE BUILDING, HAMBURG.
P. Kieschke, Architect.

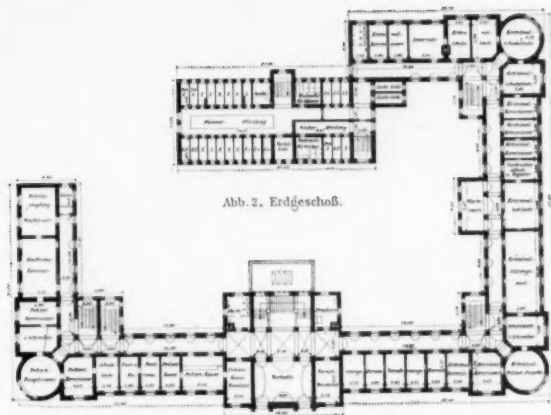
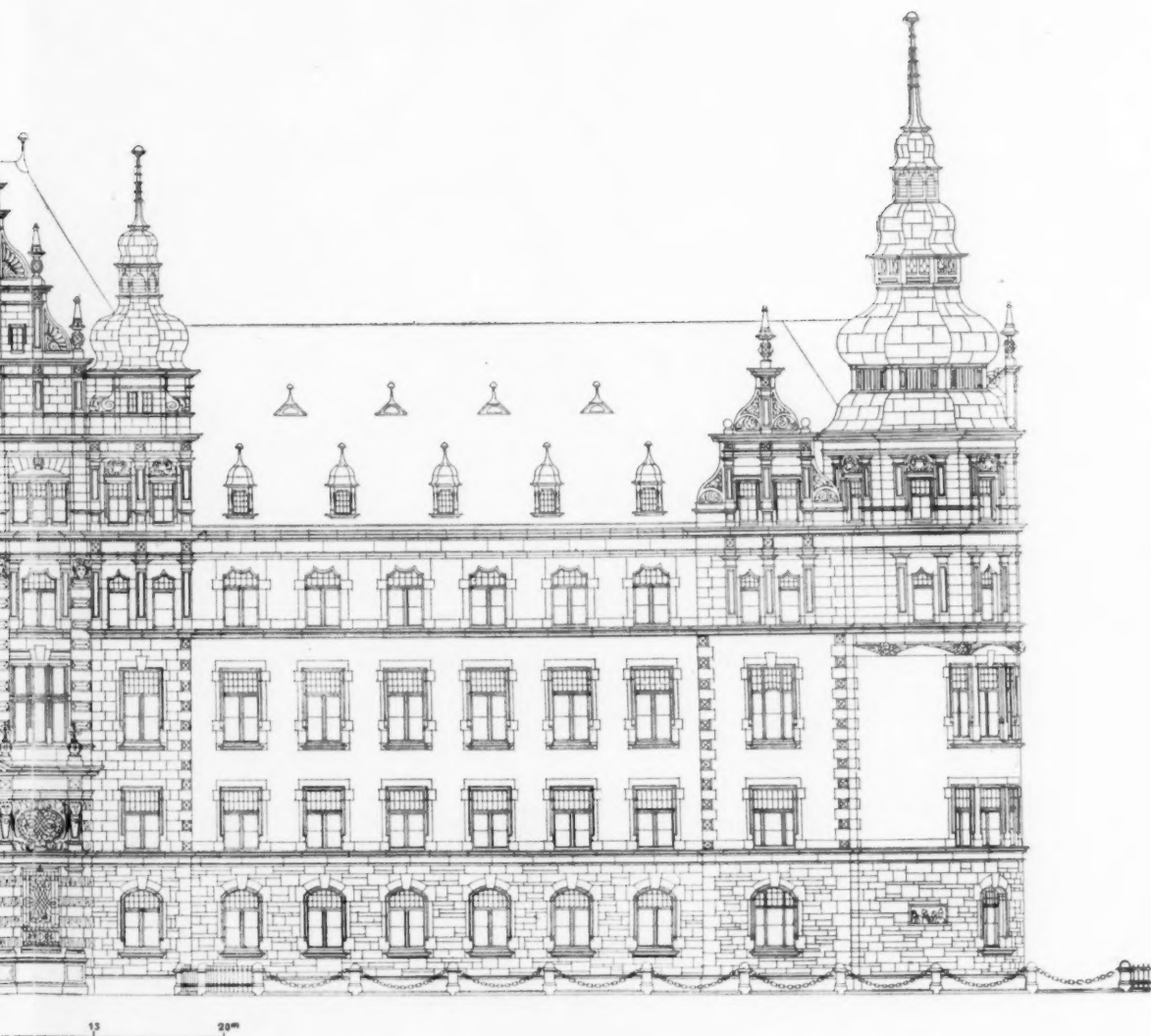
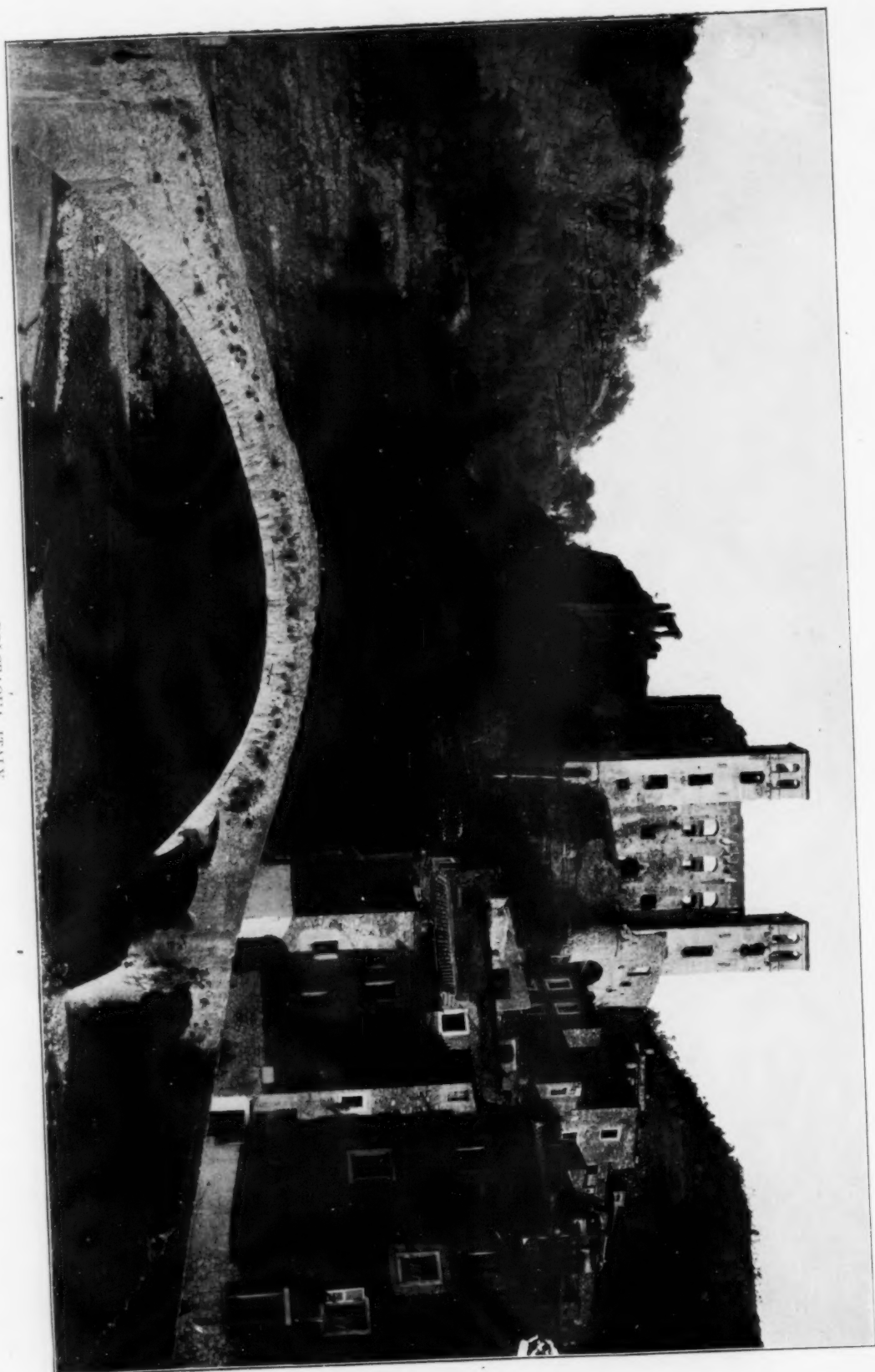


Abb. 2. Erdgeschoss.

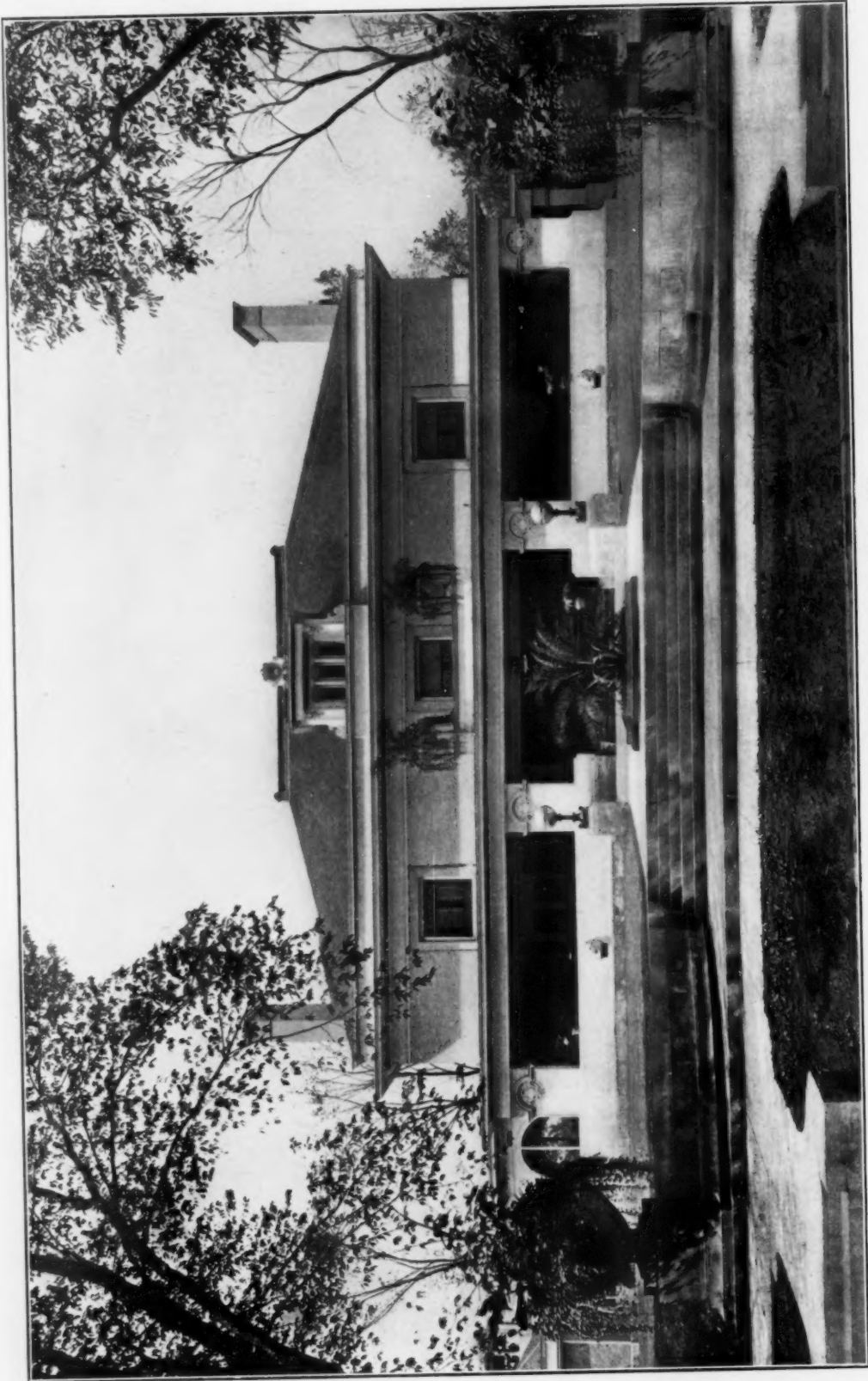


nt.
UILDING, HANOVER, GERMANY.
chitect.

American Architect,
December 17, 1904.
No. 1512.



POINTEVECHIO, ITALY.



HOUSE OF JOHN FARSON, ESQ., OAK PARK, ILL.
George W. Maher, Architect.



STABLE OF JOHN FARSON, ESQ., OAK PARK, ILL.
George W. Maher, Architect.

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No. 1512.



CHURCH ROAD, RICHMOND, SURREY, ENG.



THE CAUSEWAY, HORSHAM, SUSSEX, ENG.



STAMFORD, NORTHANTS, ENG.



"BRICKWALL," NORTHAM, SUSSEX, ENG.

THE DERIVATION OF THE SHELL DOOR-HEAD.