

NOTICE OF REMOVAL

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The AMERICAN ARCHITECT AND BUILDING NEWS

Regular Edition

Vol. XCIII.

JUNE 3, 1908.

No. 1693

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The New Union Station, Washington, D. C.: Corner of Dining-Room; The State Suite.

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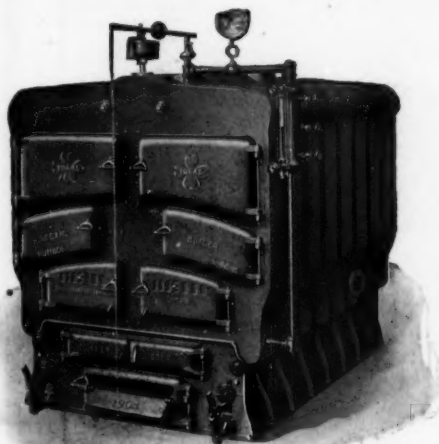
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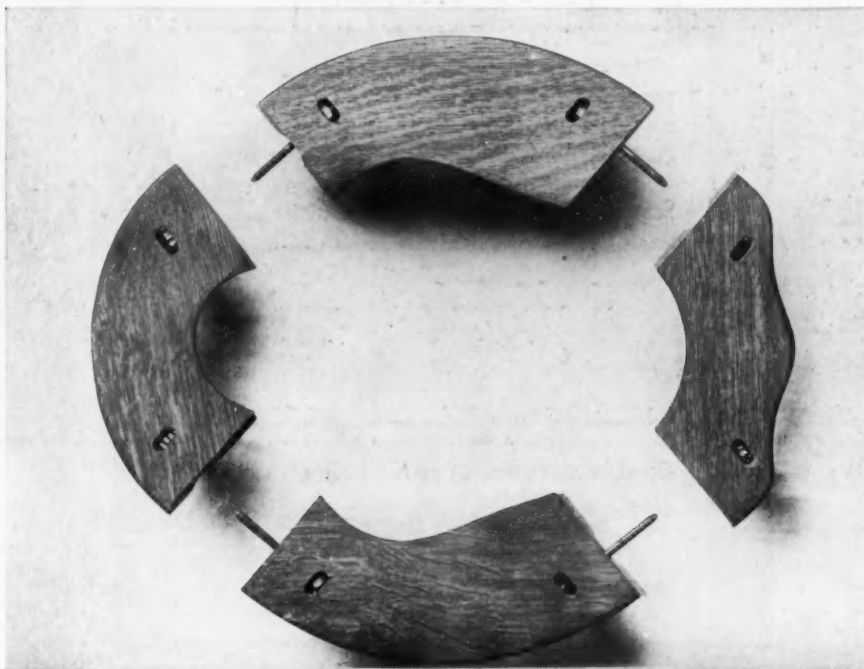
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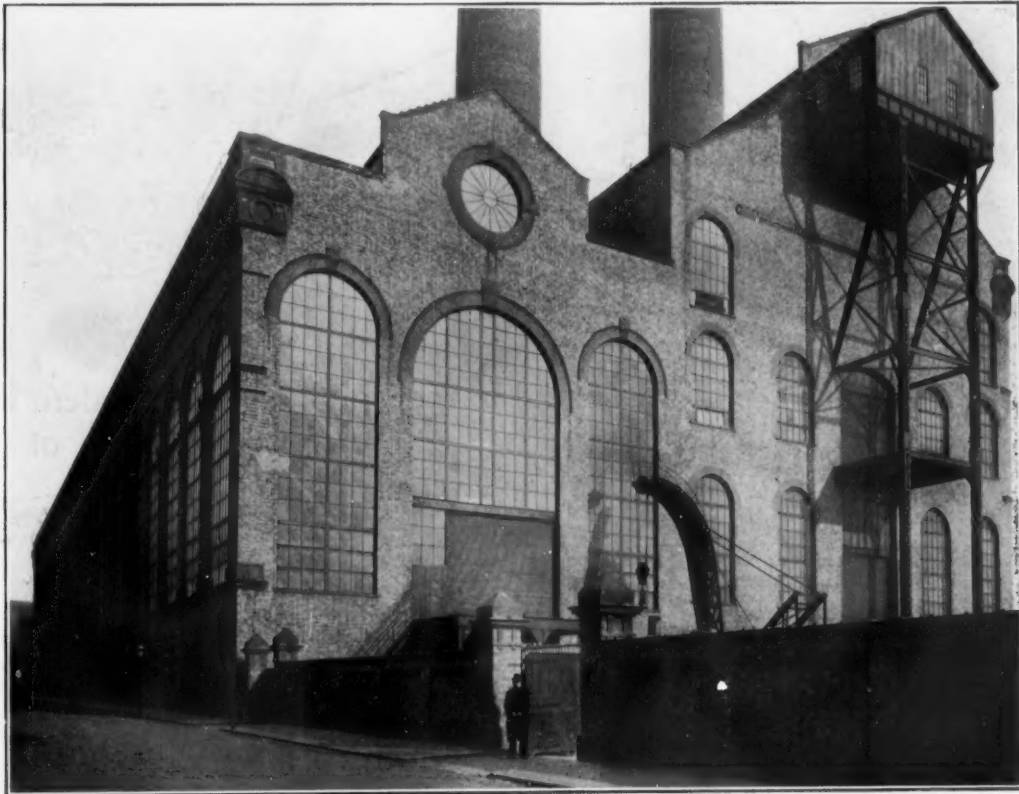
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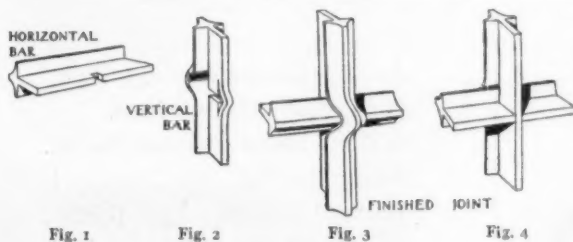
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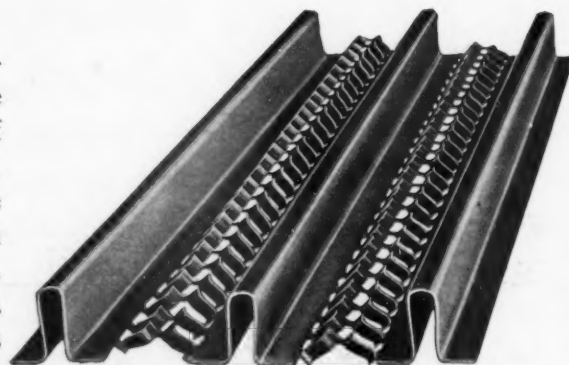
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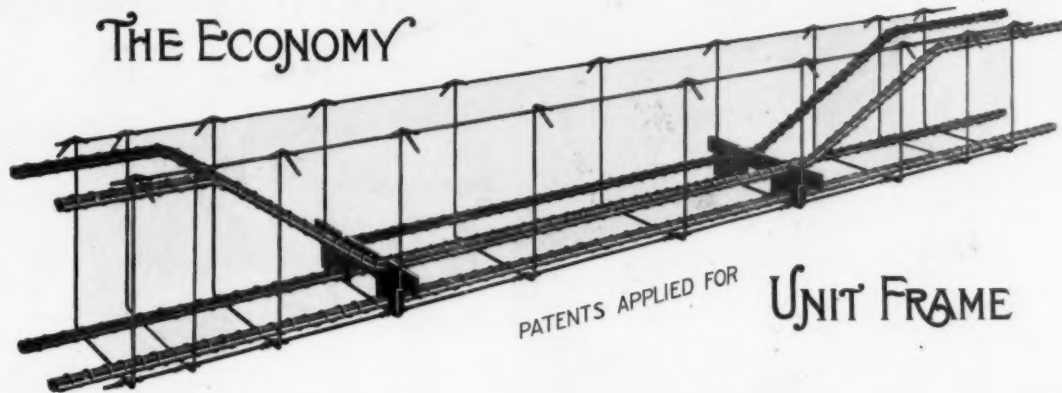


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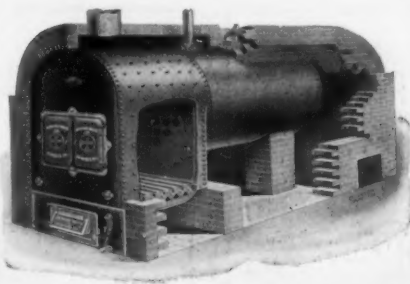


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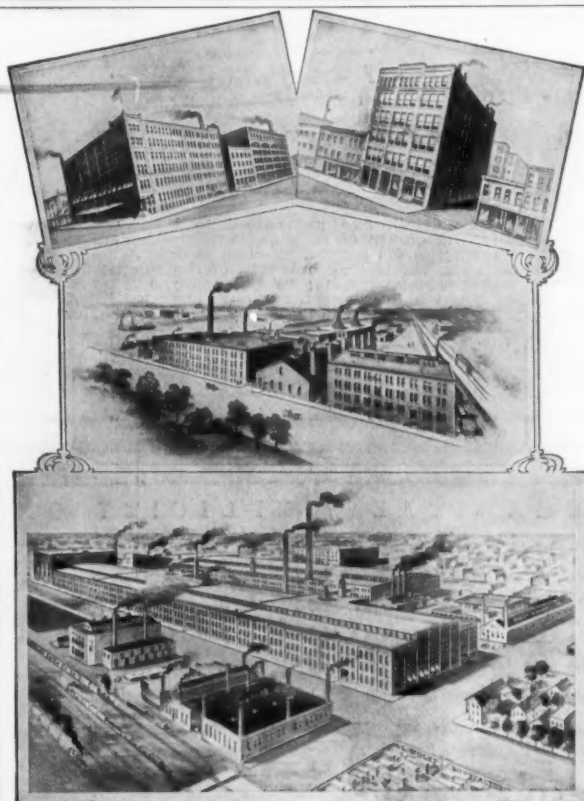
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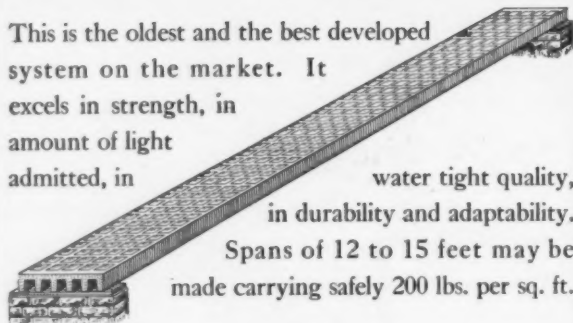
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See Sweet's Index, 1907-8
Vol. 2, Page 1233

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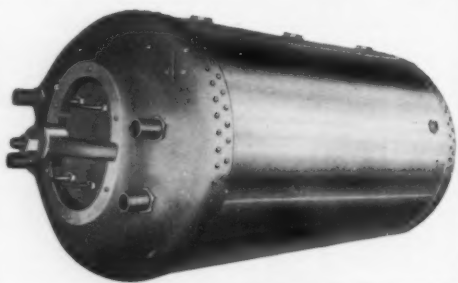
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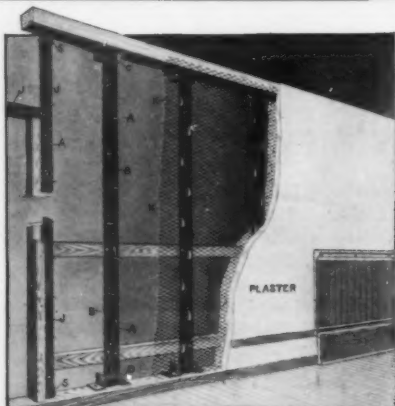
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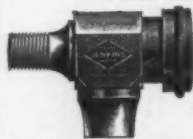
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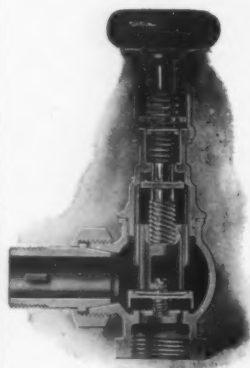
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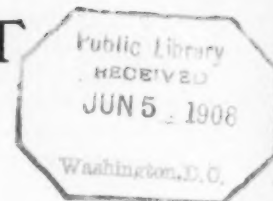
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BUILDING NEWS



Vol. XCIII.

WEDNESDAY, JUNE 3, 1908.

No. 1693.



ENTRANCE FRONT, THE NEW UNION STATION, WASHINGTON, D. C.
Messrs. D. H. Burnham & Co., Architects

The New Union Station, Washington, D. C.

IMPRESSIVE in refreshing memory of an evolution in railroading from the little passenger train which, drawn by two diminutive locomotives of the "Grass-hopper" type of the early days of railways, steaming into the modest little station of the Baltimore and Ohio Railroad, there to be greeted by the cheers of the people, including President Jackson, that historic 25th day of August, 1835, was the arrival recently of a huge locomotive drawing a train of modern coaches over the same old road but into the new Union Station at Washington.

Enthusiastic reporters have referred to this building variously as the most beautiful building architecturally in America; the finest, largest, most costly railroad station in the world. A study of the work compels the conclusion that none of these statements, save perhaps the last, are far from the truth.

It is perhaps true that no construction, in recent years, has excited more interest and curiosity than the preparation for and building of this vast Roman palace of white Bethel granite, of which Messrs. D. H. Burnham & Co., of Chicago, are the architects. Its central pavilion, modeled largely after the triumphal arch of Constantine, and all of its outlines preserving the central idea of a colossal city gate, is about thirteen feet longer and seventy-five feet wider than the United States Capitol building. Its construction is a landmark in American civic art; the finest example on record of a conscious and costly cooperation on the part of any railroad companies in a movement to beautify a great city.

The main building or head-house of the terminal will cost approximately \$5,000,000, while \$15,000,000 is about

the cost of the rest of the improvement, including the erection of approaches necessary to give the building a proper setting. This consists of a semi-circular plaza 1,000 feet long and 500 feet wide, decorated with terraces, balustrades and fountains, and with avenues radiating therefrom. Through the center of one of these avenues the visitor, emerging from the main portal of the station, sees the vista of the Capitol, the most imposing and appropriate of all introductions to the National Capital.

Through these radiating streets and avenues, large crowds of people can leave or enter the station without difficulty, while the plaza will provide ample space for assembling troops and the accommodation of spectators for such public ceremonies as take place at the nation's seat of government. The station faces towards the dome of the Capitol, less than half a mile distant, and its architectural treatment is well in keeping with its character as the vestibule of the Capitol.

The depot site, which at the beginning of the improvement consisted of low, undesirable land less than twenty feet above mean tide, has now been transformed into an eminence sixty feet above mean tide level, with gently sloping approaches. To secure the desired elevations approximately 3,500,000 cubic yards of earth has been handled, either in raising or lowering the 165 acres contained in the terminal area.

The quantity of material entering into such a piece of work, and the excavated material moved from one portion of the grounds to another, is difficult to conceive. The filling, for example, within the limits of the terminal

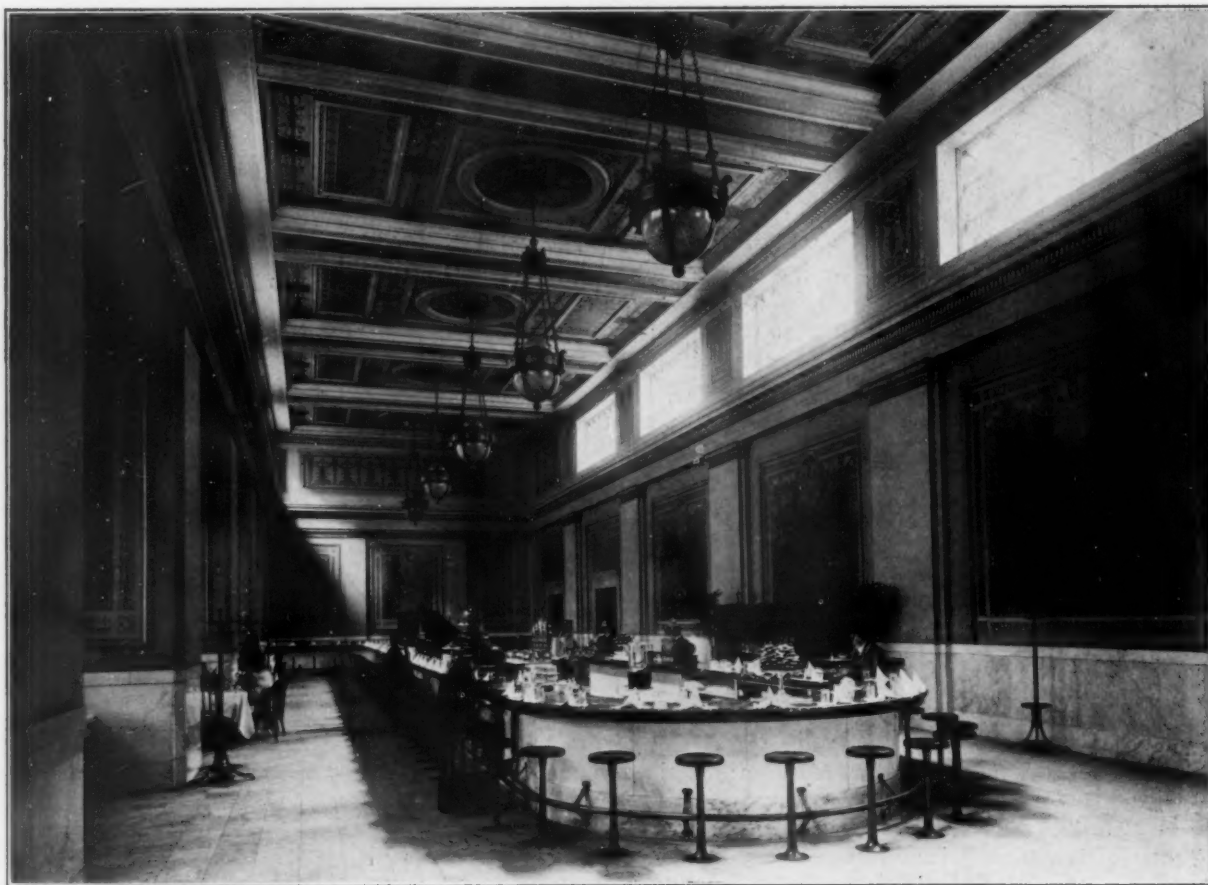
occupation amounts to about 900,000 cubic yards, enough to cover an acre of ground to the depth of more than 500 feet. To fill the plaza and adjacent streets to the new grades required about 1,000,000 cubic yards of earth. When it is considered that an ordinary two-horse wagon has a capacity of less than two yards, some conception of this volume may perhaps be had by figuring how many wagons it would require to move this material. If it was moved on standard gauge commercial cars, such as are used in the transportation of coal, it would require about 80,000 cars to carry it away, and if these cars were coupled together in a single line they would cover a distance of 600 miles.

The foundations of the building start about 45 feet

C. Shand, Chief Engineer, and Mr. Robert Farnham, Assistant Engineer, of the Pennsylvania.

While the construction work was done by the Baltimore & Ohio and Pennsylvania, the terminal will, in conformity with an act of Congress, be used by all railroads entering Washington, including the Philadelphia, Washington & Baltimore, Southern, Chesapeake & Ohio, Atlantic Coast Line, Seaboard Air Line, and the Richmond, Fredericksburg & Potomac.

It has now become the practically settled policy of the Government that the public buildings at Washington shall, at least in exterior appearance, follow the lines of Greek and Roman architecture; in fact, this has been true in the past, with the exception of the Postoffice



LUNCH ROOM, THE NEW UNION STATION, WASHINGTON, D. C.

Messrs. D. H. Burnham & Co., Architects

below the main floor level, and of massive concrete pier and wall construction.

This gigantic work, costing, as previously indicated, in the neighborhood of \$20,000,000, of which Congress appropriated \$3,000,000, has been done by the Washington Terminal Company, owned jointly by the Pennsylvania and Baltimore & Ohio Railroads. The Baltimore & Ohio had charge of building the station proper, express building, various shop buildings, power house, engine houses and the north approach, while the Pennsylvania built the tunnel under Capitol Hill, leading to the station from the south, and the plaza. The work was under the direct supervision of Mr. D. D. Carothers, Chief Engineer B. & O.; Mr. W. F. Strouse, Assistant Engineer, Washington Terminal, and Mr. A.

Department and Pensions buildings. Having this and the fact that the Union Station is the one entrance to the Capital, the architects have naturally and happily drawn on the triumphal arches of Rome for architectural motives.

The head-house is 650 feet long, 220 feet wide, and from 65 to 120 feet in height. Three entrance arches in the central pavilion, 50 feet high and 30 feet wide, overshadow in their dimensions their source of inspiration.

Each of the six massive columns which carry the cornice of the central entrance is surmounted by an allegorical statue by Louis St. Gaudens. These figures typify Mechanical Arts, Agriculture, Imagination, Freedom, Electricity and Fire, and are each 21 feet in height.

The main doorways lead into a vaulted open-air vestibule and thence into the general waiting-room.

The general waiting-room, 130 feet by 220 feet, in itself larger than the average city depot, is covered by a Roman barrel vault 90 feet high, decorated with sunken coffers after the manner of the bath of Diocletian. It is well lighted by a semi-circular window 75 feet in diameter at either end, and by five semi-circular windows 30 feet in diameter on each side.

The floor of this magnificently-proportioned hall is in Vermont marble tiles, and the columns and ashlar walls are of the same granite as the exterior.

At the east end of this hall are grouped the dining-room, lunch-room and women's waiting-room.

The dining-room is very spacious in appearance and

To the east of the three rooms just mentioned, and in the east wing of the building, is the State reception suite and President's room, with a private carriage-way leading to it. This carriage-way passes under the two arches of the east end pavilion. The State suite, which is for the use of the President of the United States, foreign State officials, or other official parties departing from or arriving at the station, is a new departure in American station-building. The main reception-room of this suite contains a total area of 2,100 square feet, and the general layout is such that trains may be reached without coming in contact with the public, thus insuring the much-desired privacy to such officials as will use it.

The interior design of the State suite is very similar to that of the women's waiting-room. The decoration and



GENERAL WAITING-ROOM AND TICKET CORRIDOR, THE NEW UNION STATION, WASHINGTON, D. C.

Messrs. D. H. Burnham & Co., Architects

in fact, the floor area being 6,500 square feet. This dining-room is the finest and most elaborate banquet hall in Washington, and it is estimated that more than a thousand people can be accommodated in it at one time. The treatment of this room is clearly shown in one of the accompanying illustrations. The columns and piers are in rich Seanna and Numidian marble effects. The thoroughly modern lunch-room is located just north of and operated in connection with the dining-room.

The treatment of the women's waiting-room is well shown in the photograph and hardly needs description, the same monumental character as that of the general waiting-room being carried out, the principal difference being in the shape of the ceiling and in the introduction of rich colors. The same liberal dimensions which one sees on every side obtain here.

furnishing of the suite is not yet complete and will not be for some time to come, therefore details are not obtainable. It is understood, however, that these will be rich and simple, and on no more elaborate scale than the other waiting-rooms of the station, privacy being the end chiefly sought.

At the extreme west end of the station is located a carriage driveway (shown at the extreme left side of the photograph of the main front) for the general public, from which entrance access is had directly into the ticket corridor. On opposite sides of this corridor, which is 101 feet long by 51 feet wide, are located the ticket offices, seven in all, and baggage checking-room. Adjacent to these are the packing and smoking-rooms; telephone and telegraph booths will be located within the limits of the general waiting-room.

The baggage-room is located in the basement, access to which will be had at the west side of the building. To avoid conflict between passengers and baggage on train platforms, certain platforms are set aside exclusively for baggage, as shown in the plan of the station.

The passenger concourse or lobby is 130 feet wide by 760 feet long, covered by an arched ceiling in a single span decorated with panels, part of which transmit light. This space far exceeds anything ever built for a similar purpose. It is divided by the usual fence, allowing a width of 80 feet for the accommodation of outgoing passengers, while the remaining 50 feet between the fence and ends of the tracks will suffice for handling passengers arriving on trains. It is the largest room under a single roof in the world, containing 97,500 square feet, as against 75,200 square feet in the Grand Central Station, New York; and 58,528 feet in the concourse of the Pennsylvania terminal under construction in New York. An idea of the accommodation afforded in this concourse will be had when it is known that practically the standing army of the United States could wait in this station at one time.

Leading off from this concourse are the entrances to the thirty-three passenger tracks. These tracks are in the neighborhood of 1,200 feet in length, and it is estimated that on special occasions, such as handling inauguration crowds, etc., two trains could be run in on each of them, thus providing accommodation for sixty-five trains.

The ornamental ironwork, both interior and exterior, is particularly attractive. Instead of being moulded in sand, as is customary, all of it was moulded in plaster,

with the result that it has a much smoother surface and the detail of the decorative work is much better brought out.

Among the special features in the station is a mortuary chapel for use of funeral parties waiting for trains, access to which can easily be had from the trains without contact with other passengers.

A branch police station has been provided in the station and has ample detention facilities.

Another departure from the general custom in station-building was made in erecting the train sheds which cover the thirty-three passenger tracks. Instead of a completely closed shed that would catch all smoke, dirt, noise, etc., "Y"-shaped structures, with valley gutters, covering each of the platforms, have been erected and given excellent results.

No express matter will be loaded or discharged at the station proper, but will be handled in a special building built for the purpose. This building is located opposite the power house, is 420 feet wide by 600 feet long, and will take care of the city's entire express business.

The train yard is 760 feet wide, one-half being located on either side of the center line of Delaware avenue, which was taken as the axis of the terminal. On the east side 200 feet are used to accommodate the business handled over the southern connections by way of the tunnels under First street, the plaza and station, entrance to these trains being had at a lower level than the main floor. The remaining 480 feet, which is at the level of the station floor, will have tracks arranged for handling the passengers to and from the north and west.



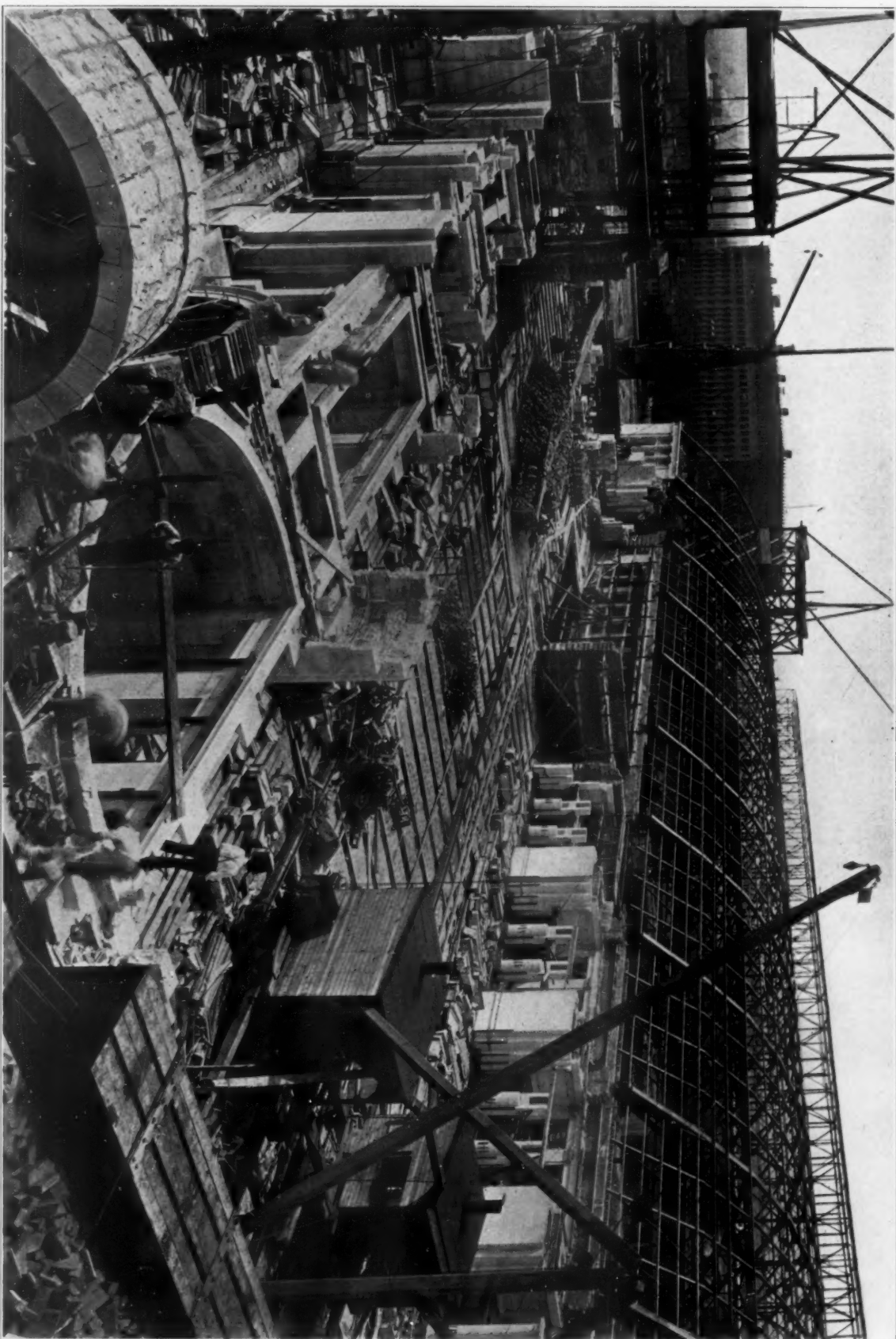
SOUTH SIDE, NEW UNION STATION, WASHINGTON, D. C.

Restorations

WE appear to have entered upon a period of activity in the restoration and renovation of our old buildings. And not only is this the case with buildings of an ecclesiastical character, but attention has lately been turned to the old castles and keeps which abound throughout the country. Restoration, in the hands of the most competent expert and under the most advantageous circumstances, will always have its critics. The public generally do not see the necessity for it; the antiquarian dislikes it for its own sake; and those who do not range themselves under either of these two categories have the suspense, born of past experience, of anxiously waiting till the completion to award praise or blame. There have been restorers for some hundreds of years, and it is an unquestioned fact that several buildings owe their present ruinous condition to the fact that they were restored. Much good work, however, has been done in this direction during the past two decades at Dunblane, Brechin, Paisley, Culross, and elsewhere, and it is because of this one welcomes efforts now being put forth to reclaim edifices from decay and uselessness

to the purposes for which they were originally intended.

The Cathedral of Dunkeld is a case in point, as through the munificence of a private donor the choir is to be restored as a place of worship, the architects being Messrs. Dunn & Watson, Lincoln's Inn-fields, London. The choir is of special interest to the Scottish people, as in it Christian worship has been continued uninterruptedly since the cathedral was built; indeed, on the site, if not in the actual building, since the coming of St. Columba. No doubt this restoration will evoke criticism, but should the work consist only of removing all traces of the restoration of 1820, conceived and carried out in the spirit of that time, then a good work will be accomplished. The action of the restorers with regard to the old castles is difficult to understand. It is hardly conceivable that they are intended as places of abode, as the ideas of comfort within a house are somewhat different from those prevailing in the sixteenth century. They stand, many of them, in lonely places, sentinels of a long past, the sole survivors of a race which gave rulers to their country, and who, when their Prince called them, left their homes, joined their fortunes with his, and—did not return.—*The Builder* (London).

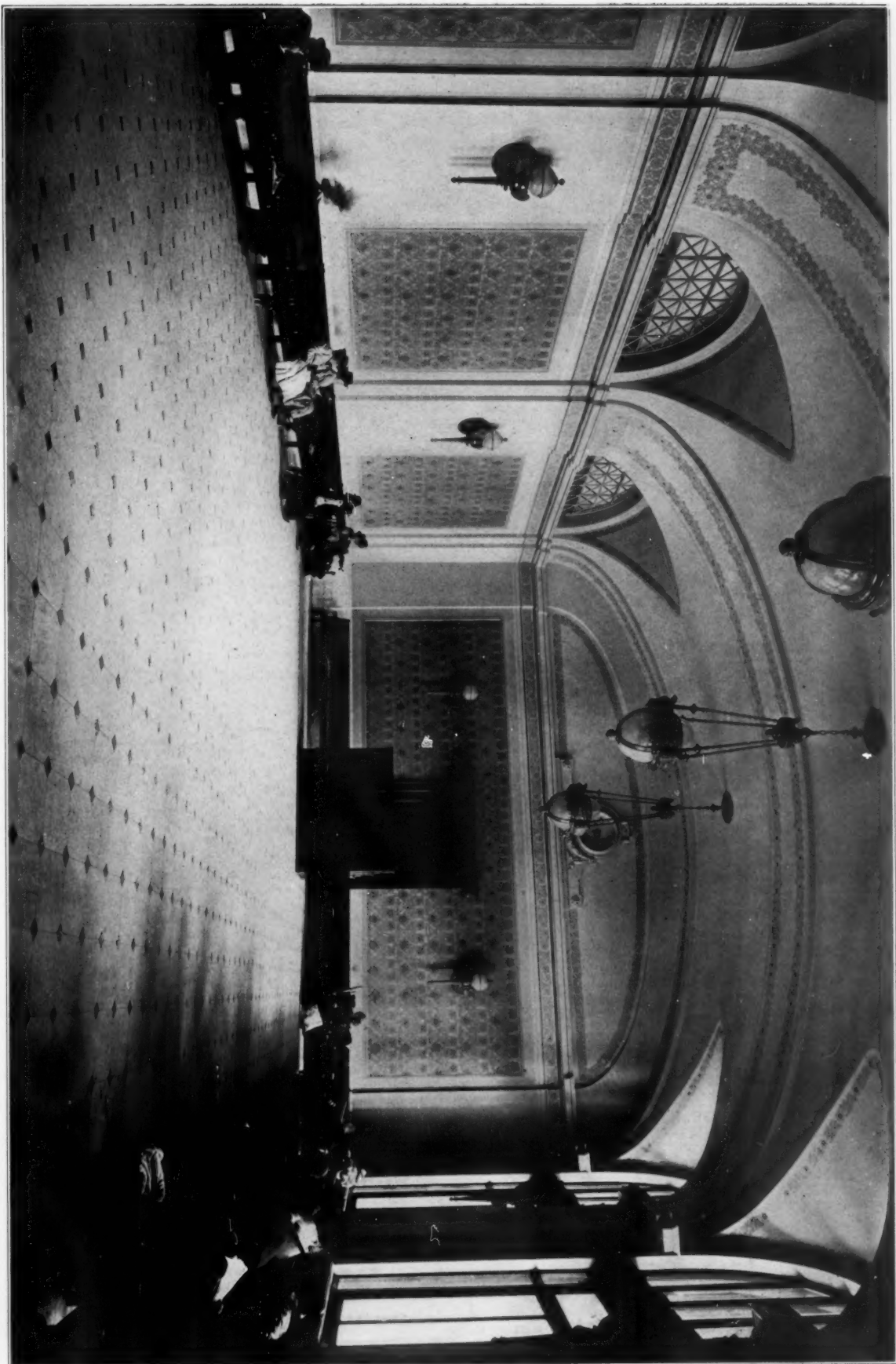


VIEW DURING CONSTRUCTION.

THE NEW UNION STATION, WASHINGTON, D. C.

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WOMEN'S WAITING ROOM.

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GENERAL WAITING ROOM.

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The American Architect and Building News.
Regular Edition.



THE CONCOURSE.

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THE ARCADE—LOOKING WEST.

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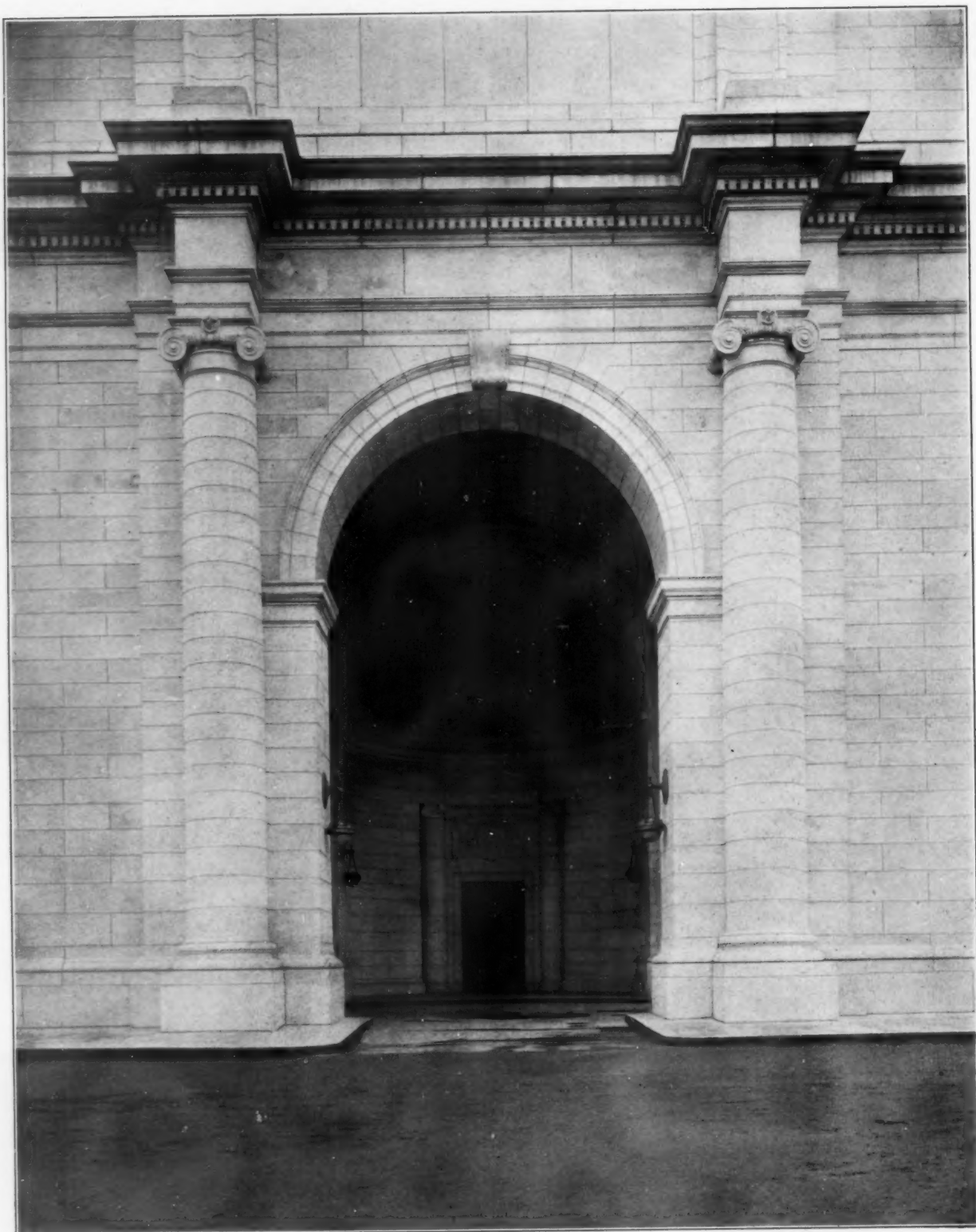


TYPICAL ENTRANCE TO MAIN BUILDING FROM CONCOURSE.

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ENTRANCE TO STATE SUITE.

THE NEW UNION STATION, WASHINGTON, D. C.

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The American Architect and Building News.
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The San Francisco Cathedral

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Grace Cathedral, at San Francisco, planned to occupy the commanding site presented to the diocese after the great earthquake, is, as appears in the accompanying illustration, a Gothic building in the style of the fourteenth century. It was designed by the distinguished English architect, the late Dr. George F. Bodley, R.A., who completed the plans but a short time before his lamented death. Indeed, it is said that he was occupied with them almost to the very hour of his sudden passing away, and that his last work was put upon them. His pupil and partner, Mr. Cecil Greenwood Hare, took up the work where he left off, in co-operation with the local architect, Mr. George P. Hobart, of San Francisco, who has had large experience in the rebuilding of that city since the earthquake.

In the course of a letter explaining his plans, the architect gives the dimensions of the church as 275 feet in external length, 251 internally. The width of the nave is 37 feet, the width across nave and aisles 120.4. The transepts are 37 feet wide and 157 feet from the north to the south wall. The height from the floor to the apex of the ceiling is 85 feet. The central tower from the nave floor

to the crossing is 144 feet high, and to the top of the spire 217 feet from the ground line. The western towers from the nave floor to the top of the parapet are 130 feet high, and to the top of their spires 180. The floor plan shows a nave and double aisles with chapels that might be made memorials and dedicated in the honor of various saints. The roof is to be of wooden construction with carved beams and boarded

with ribs and bosses. The architects explain that the construction of this roof might be of iron, and that there might be iron rods or girders inside the beams so as to give extra strength. The clerestory windows will give ample light to the interior. Behind the stone reredos there is an ambulatory affording a connecting way between the vestries. The rood screen is to be of oak and

to be surmounted with a figure of the Crucifixion. The organ is to be in two parts on either side of the chancel with electric connections.

The site is a fine one. The most imposing point of view will be of the west front, with its two spires rising above California street. The lower divisions of these west towers are massive, the treatment being richer toward the top. The spires are covered with lead. There is no west portal, and indeed no entrance from the west front, for the two small doorways there shown lead to the crypt. The main entrances are on the north and south sides, both approached by long flights of steps. The transepts, too, have large entrance doors. The baptistery is at the west end, as appears in the plan. The vestry space is very ample, the bishop's vestry being on the north

side, the vestry for the clergy to the south, with the choir room immediately below in the crypt. A spiral stairway connects the choir vestry with the sacristy. There is ample room in the crypt also for chapels, if there should be occasion for them, and it is expected that the crypt will be first built entire and used for services during the early stages of construction.



INTERIOR OF THE PROPOSED SAN FRANCISCO CATHEDRAL—FROM THE ARCHITECT'S DRAWING.

The architect regarded it as "very desirable that the cathedral should be built in stone ashlar of a good color, red or white." The plans were referred to Mr. Hobart for further correspondence with Mr. Hare, "touching such

Bodley by the committee, in which it says: "I think all experts here as well as public sentiment are of one mind that it will be necessary to make use of steel structure in view of our experience and the



THE PROPOSED CATHEDRAL FOR SAN FRANCISCO, CAL.—FROM THE ARCHITECT'S DRAWING.

revision of the structural plans as may be needed to adapt them to steel frame construction." And in explanation of this they referred to the peculiar earthquake conditions, citing a letter written to Dr.

successful withstanding of earthquake shocks by the larger buildings so constructed." In Dr. Bodley's reply he said: "I quite fall in with the steel frame construction."

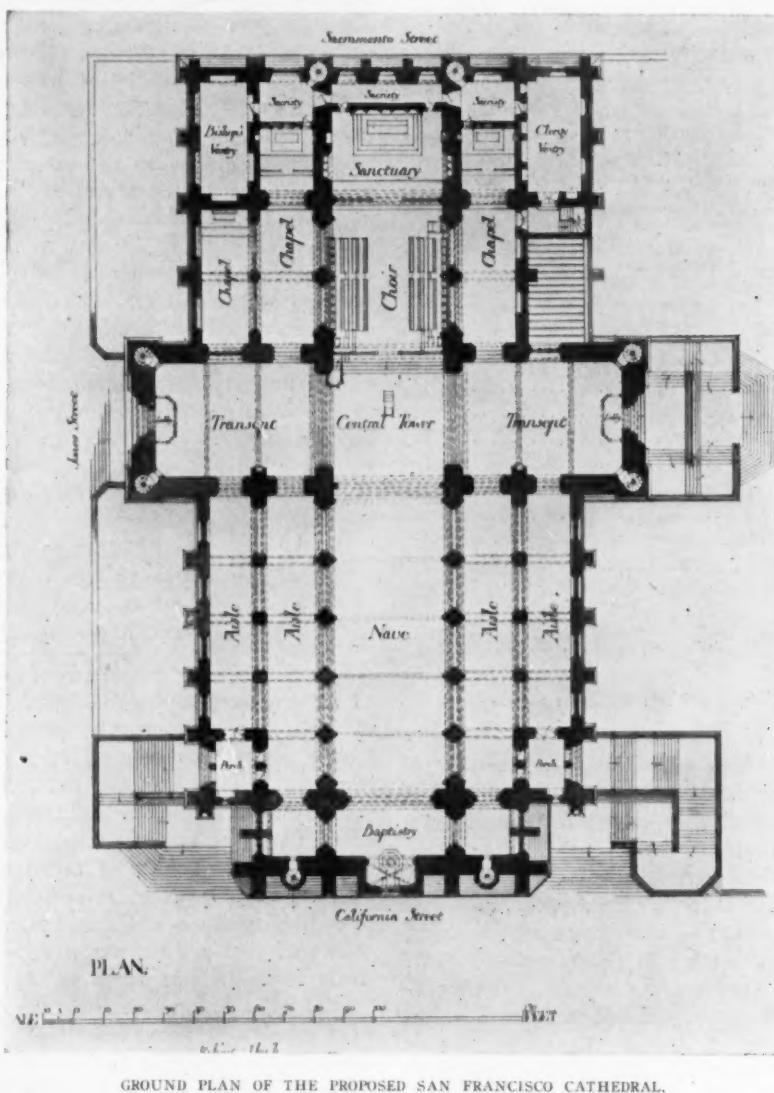
The Excavation of Memphis

THE announcement that Professor Flinders Petrie is beginning the systematic excavation of Memphis, under the auspices of the British School of Archaeology in Egypt, is of more than ordinary interest, and we hope that the funds at disposal will prove as adequate to the task as is the man. During the past few years the brilliant results at Thebes, the central site of the Middle Empire, have eclipsed all other archaeological research in Egypt, except perhaps that of Messrs. Grenfell and Hunt at Oxyrhynchus; but these results might have been foreseen or at least partly expected. With Memphis it is different; that vast capital of the Ancient Empire, which was predominant during the first ten dynasties, and then, after a period of partial decay, revived, with the rest of Egypt, under the great Ramesid builders, had a living history of some four thousand years, lasting till well after the commencement of our era; but it was too fatally near to Cairo, and too subject, without watchfulness, to the inundation of the Nile, to avoid rapid ex-

tingtion after the rise of Alexandria and, subsequently, Cairo, had rendered it of quite secondary commercial importance. The site is some twelve miles south of Cairo,

on the west bank of the Nile, near to Sakhara, and opposite Helouan. The traveler on his way to the former turns aside to see the fallen colossus of Rameses II., one of the very few tangible remains above ground of the glory of Memphis. What may now be found beneath the permanent layers of Nile mud, considering that the temples and palaces must have been ransacked for stone to build Cairo, is purely a matter of conjecture; but it is quite possible that many extremely interesting ground plans may be recovered, apart altogether from statuary and other relics from the great temple of Ptah, said to be founded by Menes of the First Dynasty, and maintained and re-embellished by many subsequent kings.

Under Professor Petrie, also, it is quite probable that comparative archaeology may gain greatly.—*Architect and Contract Reporter*.



GROUND PLAN OF THE PROPOSED SAN FRANCISCO CATHEDRAL.

The Hispanic Society's Library

THE Hispanic Society's Library and Museum, located at Audubon Park, New York City, was opened to the public a few weeks ago. This interesting building was very thoroughly illustrated in THE AMERICAN ARCHITECT of June 30, 1906. As stated in a recent issue of *The Dial*, this society, organized and endowed by Mr. Archer M. Huntington, a lifelong student of Spanish art, literature, and history, has a limited membership of one hundred, and each member must be a specialist in some department of research allied to the general purposes of the society. The library contains nearly 50,000 volumes in various languages and relating chiefly to Spanish his-

tory and literature; while the museum is stocked with curiosities illustrating the arts and crafts of the Spaniards. Here are to be seen gold coins of the Moorish kings and specimens of Hispano-Mauresque lustreware in finer and more abundant display than can be found elsewhere, except in a few European museums. The *Revue Hispanique*, a quarterly valuable to students of Spanish subjects, is published in Paris by the Hispanic Society. The work of this organization not only promotes the cause of culture, but tends to knit closer the ties connecting us with the republics toward the south.

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Reduced Cost of Building.

Scarcity of Wood Affecting Architecture.

Fire Tests in Concrete Buildings.

ILLUSTRATIONS:

The New Union Station, Washington, D. C. (8 pages).

Additional:

The New Union Station, Washington, D. C. (2 plates).

Corner of Dining-room.

The State Suite.

THAT present conditions in New York offer unusual opportunities for advantageous investment in new building enterprises cannot be denied, and the increasing amount of work for which architects are preparing plans gives evidence that these favorable conditions are beginning to attract the attention of investors to the building field. Precisely how much the cost of any given class of buildings has been reduced from the prices which prevailed a year ago is, of course, difficult to determine, but that a material saving over former prices can now be effected we have almost daily demonstration in figures that are being submitted by contractors for current work. Building materials of practically every description are from ten to twenty per cent. below the prices demanded a year ago, and in order to secure enough work to maintain their organizations, contractors are undertaking contracts in some instances without consideration of profit.

THE third element entering into the cost of construction is probably the chief factor in many of the larger cities, and while wage schedules have not been altered in New York, the scarcity of employment enables contractors to pick and choose from among the workmen in the various trades, with the result that the cost of labor has been in effect materially reduced by virtue of greatly increased efficiency on the part of the men. With these facts in mind and considering also the no less interesting fact that rentals have not been reduced, but, on the contrary, show an upward tendency, it would seem that the present activity might reasonably be considered as presaging a movement of considerable importance which may be expected when present conditions are generally and fully comprehended by investors.

THE constantly declining quality and decreasing quantity of lumber in this country, taken in conjunction with the enormous fire losses which have been sustained during recent years, due largely to an over-generous use of wood in construction, renders the consideration of materials proposed as a substitute of first importance. That the problem of suitable materials to take the place of wood must be solved within a few years is apparent and the solution will not only be of universal interest as affecting the needs and comfort of all, but upon it will depend in a measure the trend of future development in country and suburban architecture. Moreover, the interior design and finish of all classes of buildings, city, suburban and country, will be affected radically. In fact, it is probable that in this field the changing condition which threatens to deprive us of the wood that has been used for trim and finish until it has almost become a part of our architecture will be most regretted. Perhaps it is because wood has become an essential part of our building that substitutes are ordinarily submitted in the form of imitation wood, just as concrete blocks have been proposed in imitation of rock-faced masonry, and results have generally been about as depressing. Unless substances or materials susceptible of general application to present forms without resorting to the dubious expedient of imitating other materials are shortly produced, we may expect to witness, with a change of materials, a marked and very general change in many of the accepted forms of to-day.

WHILE the type of fireproof construction represented by buildings whose steel skeletons are protected by hollow terra-cotta tile, probably by reason of its longer use and wider application, has been subjected to numerous and severe fire tests, one of which occurred recently in the Tribune Building in Chicago, and on account of novel features was commented upon at some length in the columns of this journal, actual fire tests of recognized types of reinforced concrete construction of such magnitude and severity as to be regarded in the nature of conclusive demonstrations have been comparatively few. It is of much interest therefore to note the results of a fire which occurred during the latter part of February in a modern reinforced concrete building owned by the Dayton Motor Car Co., at Dayton, Ohio. The fire, which originated on the fourth floor of the building in what was known as the finishing and upholstering department, was fed on large quantities of hair, excelsior, paper, wood, and other materials producing intense heat; and while it burned unchecked until all inflammable materials, including the wood window frames and sash, were consumed, fire was not communicated to other floors of the concrete building to any appreciable extent, although it did spread through unprotected openings to the adjoining non-fireproof building, practically wrecking it, in spite of an automatic sprinkler system, which was lacking in the concrete building. After the fire a portion of the building was tested in what is reported to have been a very thorough manner, and it was found capable of carrying nearly twice the load for which it was designed, with a deflection of but three-sixteenths of an inch in a twenty-two-foot span, from which it would seem that the strength had not been materially affected. And that the surface of the concrete which is reported to have been pitted was not seriously damaged appears from the statement that repairs were made, at a cost of less than five hundred dollars.

Current News Section

CHINESE TO SAVE THEIR FORESTS

The Chinese are saving their forests. The almost worldwide movement to protect and establish forests has reached the Celestial Empire, and the first Chinese school of forestry shortly will be opened in Mukden.

The Chinese realm sometimes is pointed out as the worst example among modern nations of forest destruction. The floods which periodically are poured down from the denuded mountains are destructive beyond comparison with those of any other country, and the want of forests is assigned as the chief cause.

Wood is scarcer in China than in almost any other inhabited region of the world, although the country is well adapted to the growing of trees. In the establishment of a forest school the Chinese government gives evidence that it realizes the need of beginning its reforestation in a scientific manner.—*Architects' and Builders' Journal*.

RELATIVE SIZES OF BRITISH CATHEDRALS

The relative sizes of cathedrals in Great Britain and Ireland are stated as below by a newspaper correspondent. It will be seen that York is the largest, that St. Paul's is the next in order, and that these are followed by Lincoln, the area of which is approximately 50,000 sq. ft. The area of Canterbury, which possibly comes next in order to Lincoln, is not specified. Chichester is comparatively small.

	Sq. ft.
York	63,800
St. Paul's	59,700
Lincoln	50,000
Ely	46,000
Durham	44,400
Canterbury	—
Worcester	33,200
Gloucester	30,600
Chichester	28,000
Bristol	22,556
Ripon	25,280
St. David's	21,950
Carlisle	15,270
Southwark	17,113
Manchester	18,000
St. Patrick's, Dublin	21,300
St. Asaph	11,600
Llandaff	15,440
Bangor	10,650

Winchester is the longest cathedral, and in this respect is followed closely by St. Alban's, which is 550 ft., Winchester 556 ft. (exterior), Ely 537 ft. (exterior), Lincoln 482 ft. (interior).—*Stone Trade Journal*.

FIRST NATIONAL ARCHITECTURAL EXHIBITION

The first annual National Architectural Exposition will be held the week of September 14 to 19 at Madison Square Garden, New York city.

By the expected combination and co-operation of all departments in architecture, engineering, painting, sculpture, the trades, manufacturing and craftsmanship pertaining to the construction, equipment and decoration of buildings, as well as landscape and garden effects, this coming function promises to be a radical departure from the usual form of exhibitions.

If successful it will be the first exhibition of its kind held in this country, and by its attractiveness and importance should arouse the attention of the nation and bring visitors, especially the professions, the manufactures, the trades, students, lovers of art and science, from every section of the United States, and will be of special interest to people of wealth and culture.

Personal

Wheeler, Runge & Dickey, architects, have transferred their main offices from Charlotte, N. C., to Nashville, Tenn.

The Boston *Herald* states that Huger Elliott, instructor in architecture at Harvard University, has been elected director of the Rhode Island School of Design in Providence, and will begin work there in September.

Francis H. Kimball, architect of the City Investing Building, New York City, was the guest of honor at a dinner at Delmonico's on May 20, tendered him by the 167 contractors engaged on the structure.

During the evening Mr. Kimball was presented with a handsome gold watch as a token of esteem in which he is held by those present.

Among the speakers were Robert E. Dowling, president of the City Investing Company; Paul Starrett, president of the Fuller Construction Company; Charles H. Hedden, of the Hedden Construction Company; John M. Golden, John O'Rourke, who acted as toastmaster; Daniel Webster, and Daniel Moran, who is credited with having built the first caissons making the construction of some of the loftiest skyscrapers in this city possible.

Mr. T. Wendell Bailey, architect, announces that he has opened an office for the practice of his profession at Room No. 3, American Express Bldg., Oklahoma City, Okla., and would be pleased to receive catalogues and circulars.

The Turner Construction Company has opened a branch office in the Builders Exchange Building, Buffalo, N. Y. This office, designed to handle western business, will be under the direction of Mr. James L. Bruff.

Competitions

The Board of School Inspectors of St. Paul, Minn., proposes to erect four new High School buildings. Plans for the first, the New Mechanic Arts High School, will be selected by means of an open competition. For information and schedule of requirements, address S. L. Heeter, Superintendent.

Societies

The Concrete Institute, with temporary offices at No. 1 Waterloo Place, Pall Mall, London, S. W., have lately been formed, and a list of the Institute's First Council seems to be highly representative of the interests concerned. The membership already includes 125 men. The objects of the Institute are stated to be (a) To advance the knowledge of concrete and reinforced concrete, and direct attention of the uses to which these materials can be best applied. (b) To afford the means of communication between persons engaged in the design, supervision, and execution of works in which concrete and reinforced concrete are employed (excluding all questions connected with wages and trade regulation). (c) To arrange periodical meetings for the purpose of discussing practical and scientific subjects bearing upon the application of concrete and reinforced concrete, and to conduct such investigations and to issue such publications as may be deemed desirable.

Preliminary steps to the organization of the art department of the St. Paul, Minn., Institute of Arts and Sciences were taken at a recent meeting.

Members of the St. Paul School of Fine Arts, art guild, architects and students of art were present. A committee was appointed to get associate members of the institute. The executive committee of the institute will make an effort to secure life members.

DESCRIPTION OF DESIGN FOR \$3,000 HOUSES FOR F. W. BIRD & SON, AT EAST WALPOLE, MASS.

Consistent with the low cost allotted competitors, the design submitted is intended to show that a carefully studied minimum for floor area, combined with the practical use of the "Proslate" in the picturesque style of architecture chosen, without sacrificing absolute economy in use and distribution of material, practical planning or possible artistic effects, is the true conception of the problem.

A properly painted exterior, to produce requisite effects, is included in the estimate of cost.

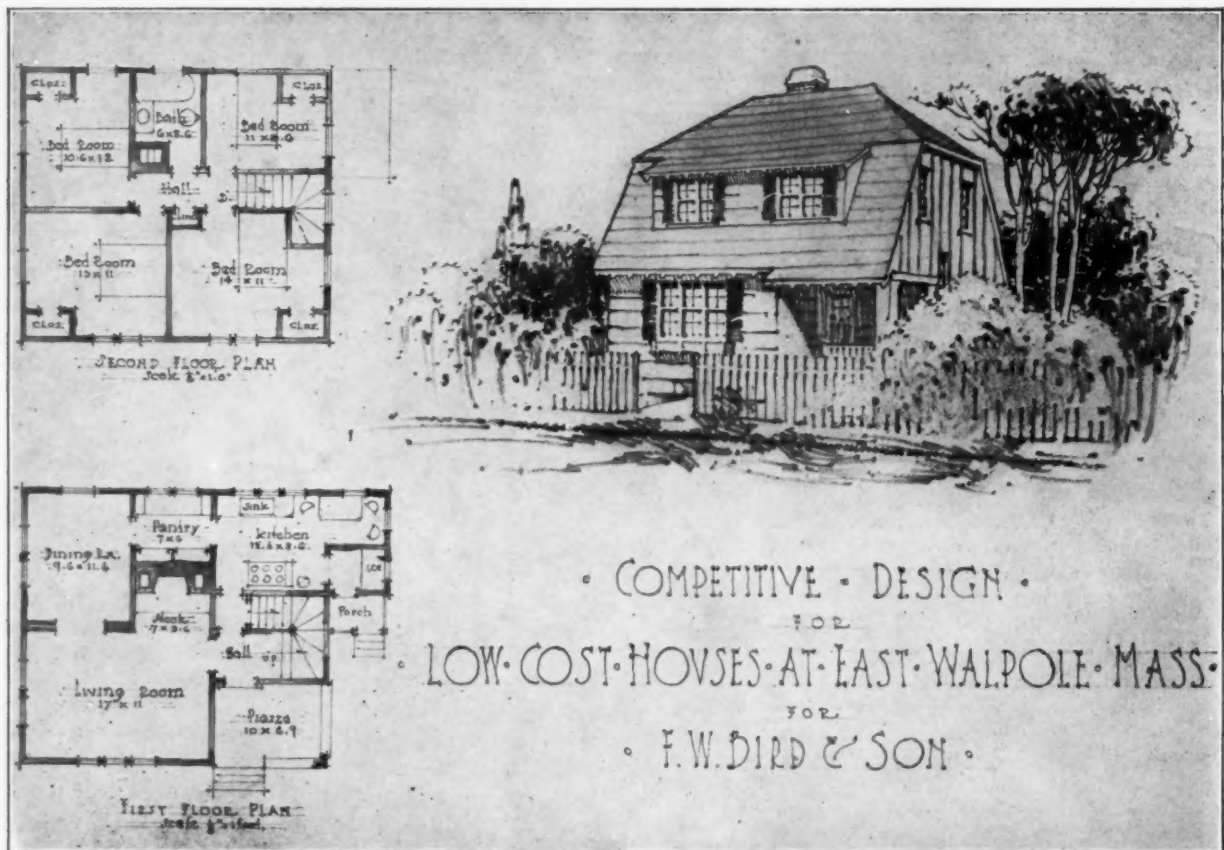
With a simple wooden fence at the street line, to give seclusion and a careful distribution of inexpensive shrubbery and vines, the house could be made especially desirable and attractive, leaving adequate room on the lot for gardens as desired.

to our attention is that in connection with the new Union Station at Washington, D. C. In the roof over the concourse of this station have been placed some 14,000 square feet of prism skylight, with most satisfactory results. The American Luxfer Prism Co., one of the pioneers in this form of construction, with general offices in Heyworth, Chicago, and branch offices in the principal cities throughout the country, furnished and installed this work.

Book Notes

"KAHN SYSTEM STANDARDS," edited and published by Engineering Department of Trussed Concrete Steel Co., Detroit, Mich. \$1.50 postpaid.

A copy of the second edition of this work revised and enlarged has just come to hand. It is in effect a reprint of the



ESTIMATED COST.

Excavations, grading and masonry.....	\$475
Plastering	415
Carpenter work, including hardware, "Proslate" Florian sound-deadening felt and Neponset red waterproof paper	1,540
Painting and glazing	145
Heating	135
Plumbing	250
Gas piping and gas fixtures.....	40
Total.....	\$3,000

AMERICAN LUXFER PRISMS

Among the many improvements in building construction that have marked the industry during the past twenty years, not the least important is the progress that has been made in daylighting interiors by means of glass prism variously set in cement or metal frames. Rooms once of little value on account of the necessity for artificial lighting at all times have been made usable and rentable by the intelligent selection and installation of glass prisms. Among the largest installations recently called

first edition with considerable added data covering the use of Rib Metal and Cup-Bars, two of the later products of the Trussed Concrete Steel Co. The second edition also contains slightly revised column and beam tables, and in it a number of typographical errors have been corrected. While this work deals mainly with the Kahn Trussed Bar and other forms of reinforcement handled by this company, and their application to reinforced concrete construction, it contains much information that is of real value to the architect or engineer engaged in any form of construction work. To the designer of reinforced concrete structures it would seem to be almost invaluable.

CONCRETE CONSTRUCTION, METHODS AND COST, by Halbert N. Gillette and Charles S. Hill. 690 pp. 6x9 inches. Illustrated. Chicago and New York: Myron C. Clark Pub. Co. Price, \$5.00 net.

This successful collaboration is an exhaustive presentation of the latest methods on concrete construction. It concisely sets forth costs for material, labor, plants and general expense, and is therefore of great value to the contractor and engineer. It will be found equally useful to the architect and designing engineer.

Building News

MAINE

JONESBORO.—It is currently reported in the local press that the members of Jonesboro Grange No. 357 are contemplating the erection of a new lodge hall, to be modern in every detail.

MASSACHUSETTS

CAMBRIDGE.—Property at York and Berkshire Streets has been donated to the Roman Catholic Archbishop of Boston, and it is said that a new church edifice will be erected on the site.

CHELSEA.—The Chelsea Board of Aldermen have decided, it is said, to rebuild the Fal school building at a probable expenditure of \$58,000.

MANCHESTER.—Dr. E. F. Spaulding, of Boston, is reported interested in a project to erect a sanatorium at this place. Steps are being taken to secure the Masconomo House here.

NORTH ADAMS.—Steps are being taken at this point, we understand, for the erection of a new high school building. Superintendent I. F. Hall can be addressed for further information.

THORNDIKE.—It is currently reported in the local press that the St. Joseph Society has purchased a site on High Street to be used for the erection of a new hall.

RHODE ISLAND

PAWTUCKET.—According to reports, a new and imposing stone edifice will shortly be begun by the Trinity Chapel, Pawtucket, on a lot just west of the Masonic Temple on Ocean Street. The building will cost \$10,000 or \$15,000.

CONNECTICUT

NEW HAVEN.—We learn from the local press that a new school building is to be erected at Lafayette and Prince Streets.

Plans for a brick block for Mr. Henry Bald have been completed by Architects Brown & Von Beren. The building will be located at the corner of Edgewood Avenue and Kensington Street.

NORWICH.—According to press reports, the congregation of the Old Lyme Congregational Church has raised \$50,000 for the purpose of erecting a new and modern structure.

NEW YORK

BUFFALO.—The Jews of Buffalo are discussing the question of erecting a new semi-orthodox synagogue, it is said. J. L. Davis is interested.

GLOVERSVILLE.—We are informed from the daily press that the congregation of the First Universalist Church is considering the erection of a new church edifice. No plans have been decided upon as yet.

JAMAICA.—We understand that Architect Francis H. Kimball has acquired property on Doncaster Boulevard, and it is reported that he will erect a handsome residence on the property.

LE ROY.—William Dowdle has purchased property on Lower Myrtle Street, it is said, and he is interested in forming a stock company for the purpose of erecting a new theatre on the site.

NEW YORK.—A \$100,000 apartment house is to be erected at the northeast corner of Riverside Drive and 138th Street, we understand, for the Transit Realty Company. Schwartz & Gross have prepared the plans.

We are informed that the U. S. Realty and Improvement Company has decided to erect a twenty-story structure at Nos. 67-69 Wall street. Architect has not as yet been selected.

SHERMAN.—At a special election held here recently, the taxpayers voted to accept the offer of \$11,000 for a new library offered by Oliver W. Norton, a Chicago millionaire, formerly a resident of this town. The gift includes \$10,000 for building and \$1,000 for site.

WEEDSPORT.—A site has been procured, we understand, for the proposed new high school building to be erected here at a probable expenditure of \$30,000.

NEW JERSEY

BELLEVILLE.—At a recent meeting of the Board of Education, the question of better school facilities was discussed. It has been proposed to erect a new school house. For further information address the School Board.

BURLINGTON.—The City Council has passed an ordinance providing for a bond issue of \$17,000 to rebuild the City Hall, it is reported.

JERSEY CITY.—Sealed proposals will be received by the New County Building Committee of the County of Hudson, N. J., at its office, 578 Newark Avenue, Jersey City, for the construction of the New Court House and the Power House building. Hugh Roberts, of 1 Exchange Place, Jersey City, is the architect.

MOORESTOWN.—At a special school meeting held here recently the question of erecting a new school to replace the one known now as No. 8 school was discussed. Address the School Board.

PATERSON.—At a recent meeting of the Board of Health, the question of erecting a new tubercular hospital in connection with the Isolation Hospital, at the foot of Preakness mountain was discussed. Dr. John L. Leal is interested and can be addressed for further information.

RIVERSIDE.—W. U. Jury and I. M. Kessler, architects of Shamokin, Pa., we understand, have been appointed to prepare plans for the immense mill building to be built for W. F. Tauke, at this place.

ROEBLING.—The question of erecting a new school house here is now being discussed, it is currently reported.

PENNSYLVANIA

CHAMBERSBURG.—George Pugh, of East Market Street, has purchased a site on Chambers Street, and, according to reports, he proposes to erect a modern residence shortly.

GERMANTOWN.—A special meeting of the Board of Education is to be called in the near future to discuss the erection of a new district high school here, it is said.

GEORGETOWN.—Rev. Father J. J. McCabe of this place is interested in the establish-

ment of a branch of the Sisters of Mercy here. Site adjoining Catholic church here is to be used for the erection of the new building.

KINGSTON.—Architect Owen McGlynn of this city, it is stated, has completed plans for a handsome new brick church to be erected by St. Hedwig's Polish Catholic congregation of Kingston.

MEADVILLE.—Bids for the new federal building at Meadville, for which appropriations of \$120,000 have been asked for, will shortly be advertised for.

ORELAND.—It is reported that C. E. Schermerhorn & Watson K. Phillips, architects, of Philadelphia, have been commissioned to prepare plans for a school building at Oreland, Pa., for the school district of Upper Dublin township, Montgomery county.

PHILADELPHIA.—The congregation of the Beth-Eden Evangelical Lutheran Church, at 24th and Huntington Streets, is contemplating the erection of a new church edifice, it is said.

Architect Edgar V. Seeler is reported as preparing plans for an immense printing plant to be erected at Samson and Sixth Avenues for Cyrus H. K. Curtiss, and to cost about \$1,000,000.

William and Joseph Steele have acquired property on Market Street, and, according to reports, they will erect a twelve-story commercial building at the site.

John J. Toner, 806 Witherspoon Building, this city, has purchased property on South Eleventh Street to be used for the erection of a large and modern flat house, it is reported.

It is said that Harry Patomkin has purchased property at Fourth and Fitzwater Streets, to be used for the erection of a large new store and apartment building, to cost about \$80,000.

PITTSBURG.—The members of the Pittsburgh Alumni Association of the Kappa Sigma college fraternity have decided, it is stated, to establish a permanent clubhouse in the city.

Henry S. Steward has bought property on North Highland Avenue, and it is reported in the local press that he will improve same with a modern residence.

The Kipp Land Company is receiving bids for the erection of a four-story brick and cement apartment house, to be located on Elmer Street and South Negley Avenue, and to cost about \$35,000.

Architect F. J. Osterling is taking bids for a \$15,000 brick and stone house to be erected on Darlington Road, near Murray Avenue, for W. N. Taylor, of the National Lead and Oil Company.

The West Liberty United Presbyterian Church has plans completed for the erection of a brick church building on the former Knowlson Methodist Church site, at a cost of about \$15,000.

POTTSTOWN.—Funds are now being raised for new church, which it is proposed to erect here. Approximately \$30,000 will be spent in the construction of the edifice.

RADNOR.—James M. Wilcox, vice-president of the Philadelphia Saving Fund Society, has acquired land at this point, and

it is said that he will erect a \$100,000 residence on the site.

SCRANTON.—Plans for the alteration of the old Family Theatre, which have been prepared by Architect F. L. Brown, have been approved by the Board of Trustees.

STURGEON.—The Sturgeon Aerie, Fraternal Order of Eagles have invited sealed proposals for the erection and building of a three-story lodge. Specifications may be obtained from John Kessler, of the building committee at Noblestown, Pa.

WESTCHESTER.—Benjamin Rush of the Insurance Company of North America, located in Philadelphia, has purchased the Grubb property near Kirkland, and is reported to be considering the erection of a large residence.

OHIO

DAYTON.—Plans have been completed by Architects McGinnis, Walsh & Sullivan, of Boston, Mass., for the proposed St. Joseph's cathedral, to be located on Second and Madison Streets, and to cost approximately \$100,000.

GALION.—B. F. Keith is reported to have secured a site here for new vaudeville theatre, which it is proposed to erect in the summer.

YOUNGSTOWN.—It is reported that the plans prepared by Architects Kling & Zenk for the proposed school house on Bissell and Kensington Avenues have been completed and figures will shortly be asked.

INDIANA

FORT WAYNE.—Architect J. M. E. Riedel, according to reports, is preparing plans for a three-story structure which is to adjoin the new theatre building being constructed on Calhoun Street.

INDIANAPOLIS.—The question of erecting a new City Hall building at this point is being considered, we understand. Architects are to be consulted.

The Sisters of Charity recently held their state convention in the Second Baptist Church here and started a project to erect a new colored hospital in this city. It is proposed to raise \$20,000 for the new hospital.

C. A. Wallingford, architect, we are informed, is preparing plans for an apartment house for George W. Brown, to cost approximately \$25,000.

SHELBY.—A site in the northwestern part of the town has been purchased for a modern new school which it is proposed to erect, to cost about \$16,000.

ILLINOIS

CHICAGO.—Steps are being taken, it is currently reported in the daily press, for the erection of an extensive Jewish settlement house. The Chicago Hebrew Institute in Handel Hall, 45 Randolph Street, is in back of the project.

The Scully Steel and Iron Company has acquired the land on the west side of Ashland Avenue fronting south on the south branch of the river, and it is reported that same will be improved with a warehouse to cost approximately \$300,000.

Sketches have been completed for the \$1,000,000 building that is to be put up by Hart, Schaffner & Marx, at the northwest corner of Monroe and Franklin Streets. Holabird & Roche are the architects.

DECATUR.—It is reported in the daily press that the Y. W. C. A. has commenced

a campaign to raise \$20,000 to complete their \$50,000 building fund.

MICHIGAN

DETROIT.—The Brotherhood of Locomotive Engineers, with headquarters in Cleveland, O., is considering the question of erecting a new building in Detroit to be used as a permanent office of the Brotherhood.

HANCOCK.—It is proposed to appeal to Andrew Carnegie to secure funds toward the erection of a new library here. Address the Mayor for further information.

GRAND RAPIDS.—Benjamin P. Merrick has bought property at the southwest corner of Cherry Street and College Avenue and, according to reports, a handsome residence will be erected on the site.

WISCONSIN

JANESVILLE.—On July 2 the bids for the new \$10,000 music building for the State Institute for the Blind will be opened, it is said. Howland Russel, architect, of Milwaukee, has prepared the plans.

MANITOWOC.—Local architects will be invited, it is said, to furnish plans for the erection of a new Court House to be erected in Racine county.

SUPERIOR.—According to reports, two new churches are proposed for this city by the Hammond Avenue Presbyterian Church and the English Lutheran Church.

MISSOURI

JOPLIN.—We understand that a site for proposed new St. Patrick's Catholic church has been secured and plans are now being sought for the construction of the building.

ST. LOUIS.—The Pendleton Investment Company, according to reports, will erect a handsome apartment house in Woodlawn Park, at Julian and Hamilton Avenues. Plans have been prepared by Edward F. Nolte, architect.

IOWA

ANAMOSA.—The Masonic order of this place is reported to be considering the erection of a modern new Masonic Temple, to be up-to-date in every detail, and cost about \$40,000.

DES MOINES.—It is currently reported in the local press that \$150,000 is to be expended in the erection of an addition to the Methodist Hospital building.

IOWA CITY.—Members of the Church of Christ are discussing the erection of a large and handsome church edifice, it is said.

MASON CITY.—The Knights of Columbus are endeavoring to raise a fund of \$150,000 for a large and modern new five-story building.

MONMOUTH.—It is said that plans are under way for raising a fund of from \$100,000 to \$150,000 for a large and handsome new high school. Address the Mayor.

ST. LOUIS.—The plans prepared by George W. Burkhead, architect, have been accepted for the auditorium building to be erected here. Estimated cost, \$30,000.

Sites are now being investigated preparatory to selecting one for a new detention hospital and pesthouse to be erected. Board of Aldermen has appointed a committee with E. J. Hanlon as chairman, in charge.

MINNESOTA

MINNEAPOLIS.—The Columbia Amusement Company has secured site on Washington Avenue, N., for a new theatre to be erected soon, it is reported.

NEBRASKA

OMAHA.—An addition is to be built to the Immanuel Deaconess Institute, Thirty-fourth Street and Meredith Avenue, which will cost \$50,000. The plans are being drawn by O. Z. Cervin, architect, Moline, Ill.

KANSAS

WICHITA.—Plans are being drawn by Terry & Co., architects, for the construction of a modern undertaking establishment. It is to cost approximately \$12,000, and is to be located in the first block on North Market Street.

COLORADO

COLORADO SPRINGS.—The directors of the Exchange National Bank have decided, it is said, to erect a handsome structure at the southwest corner of Pike's Peak Avenue and Tejon Street, at a probable expenditure of \$300,000. No plans have as yet been decided upon.

DENVER.—The erection of a \$200,000 pavilion at the stock yards for the Western Stock show now seems assured, it is stated in the local press.

MONTANA

BUTTE.—From press reports we gather that steps are to be taken toward the erection of a new addition to the high school here. Estimated outlay, \$50,000.

DELAWARE

WILMINGTON.—The congregation of the Second Baptist Church has secured a site at Ninth and Franklin Streets, to be used for the erection of a modern new edifice as soon as possible.

Architects Ballinger & Perrot, of Philadelphia, have invited sub-estimates for a five-story brick and concrete warehouse, 65 by 100 feet, at the southwest corner of French and Water Streets, for George W. Bush & Sons Company.

MARYLAND

BALTIMORE.—Bids will soon be advertised, we understand, for the erection of the new penitentiary building at this point. Theodore Wells Pietsch is the architect.

We understand that the Robert Riddell Real Estate Company has acquired property on the south side of Baltimore Street and, according to reports, same will be improved with a business building.

A handsome as well as unique residence is to be built on the Severn river, near Revell Station, by E. P. Baugh of Philadelphia, an officer of the Baugh & Sons Company. Plans for the new structure have been completed by Architect Guy King of Philadelphia, and estimates are now being secured.

The Johns Hopkins Hospital trustees will erect at the northwest corner of South and Water Streets, a five-story brick and reinforced concrete office building, which will cost \$70,000. Plans have been prepared by Baldwin & Pennington, architects.

A commission has been appointed to select site for a new Polytechnic Institute

to be erected here. Address Mayor Mahool or City Comptroller Hooper for further information.

RISEING SUN.—The School Board of Aberdeen accepted the plans of Otto G. Simonson, an architect of Baltimore, for their new High School. The building will cost \$10,000.

DISTRICT OF COLUMBIA

WASHINGTON.—Harry Wardman has acquired property on Twenty-first Street, between R and S Streets, and it is reported that he will erect a modern apartment house on the site.

VIRGINIA

AMELIA.—The School Board has purchased a site here for a new high school, to be erected as soon as possible, it is stated.

APPOMATTOX.—Eight acres of land has recently been purchased for a large and modern school to be erected, to cost about \$10,000. For further information address the School Board.

BRISTOL.—The King's Mountain Memorial Hospital Association has recently been formed with Jos. J. Kelly as president, for the purpose of purchasing site and erecting a new hospital, to cost about \$30,000.

NORFOLK.—The question of raising \$200,000 for the proposed new school building to be erected at this point is being considered, we understand.

WEST VIRGINIA

SISTERVILLE.—Ten thousand dollars has been appropriated, we understand, for the erection of a new government building at this point.

KENTUCKY

LOUISVILLE.—Munnell Wilson, a former representative of Louisville, is reported to be interested in a scheme to erect a hotel for the exclusive use of workmen.

According to the local press, the members of the Crescent Hill Presbyterian church have voted to erect a new house of worship.

TENNESSEE

COLUMBIA.—It is reported in the daily press that the plans for the new government building at this point have been completed and that bids will shortly be asked for.

CHATTANOOGA.—The Centenary Church is considering a new edifice, to cost in the neighborhood of \$150,000. Dr. Baylor is the pastor of the church and can be addressed for further information.

JOHNSON CITY.—The Commercial Club of this city is interested in the establishment of a new hospital here. Sites are now being investigated preparatory to selecting one. Address Jas. A. Summers or H. D. Gump.

GEORGIA

ATLANTA.—George C. Thompson has been selected the architect for the new church edifice to be erected for the members of the Wesleyan Memorial church, the institutional church of Georgia Methodism, at the corner of Ivy Street and Auburn Avenue.

ALABAMA

CENTER.—Architects are invited, we understand, to submit plans to William H. Cather, Chairman of the Board of Education, for the proposed new school building to be built here. Estimated cost, \$12,500.

MOBILE.—\$125,000 has been appropriated for the purchase of a suitable site for the erection of a large and modern new building which is to be erected, to cost between \$350,000 and \$500,000.

MISSISSIPPI

OXFORD.—The plans prepared by Architect Spink, of Birmingham, Ala., have been accepted for the new dormitory building to be erected for the University of Mississippi. Estimated cost, \$75,000.

SCRANTON.—The question of erecting a modern hotel building at this place is being discussed, we understand. Honorable Frank H. Lewis is reported interested.

LOUISIANA

NEW ORLEANS.—It is reported in the local press that the Chess, Checkers and Whist Club of this city is contemplating the erection of a modern structure on property located in Canal Street. Estimated outlay, \$100,000.

OKLAHOMA

GUTHRIE.—We understand from press reports that \$222,000 has been appropriated for a new building which it is proposed to erect at the A. & M. College in this city.

VINITA.—The Methodist people of this town are interested in securing funds as rapidly as possible for a new church to be erected here.

ARKANSAS

LITTLE ROCK.—J. Wells, of Richmond, Va., is interested in project which is under way for a new theatre, to be erected at Markham and Spring Streets, to be built by a company of local capitalists.

UTAH

SALT LAKE CITY.—Architect Richard K. A. Kletting, it is currently reported in the local press, is preparing plans for the erection of a building, to be located on upper Main Street.

The West Temple Realty Company, according to press reports, is considering the investment of \$100,000 in structures to be located on the ground in West Temple Street, between South Temple and First South Streets. Plans are being drawn by Architects Headlund and Wood.

The Sanitary Committee of the City Council has recommended the erection of a new isolation hospital, to be erected at a cost of about \$15,000.

ARIZONA

TOMBSTONE.—At a recent meeting of the citizens, it was voted to issue bonds for the erection of a new high school, it is stated.

CALIFORNIA

CHICO.—The Building Committee of the First Presbyterian Church has asked architects to submit plans for a \$30,000 church

edifice, with a seating capacity of 800, to be erected at the corner of First Street and Broadway.

HUNTINGTON BEACH.—The members of the Christian Church here are reported to be interested in raising funds for a new edifice to be erected at this point.

LOS ANGELES.—Dr. William M. Roads has purchased property on the west side of Jasmine Street and near Sixth Street, for the erection of a large and handsome new residence, to be up-to-date in every detail. It is proposed to expend about \$15,000.

The Trinity Methodist Church, South, Rev. J. J. Pritchard, pastor, has appointed a committee in charge of securing site, plans, etc., for new edifice.

OAKLAND.—A plan is under way to raise a fund of about \$500,000 for the erection of a large and modern new college here by the Pacific Coast Baptists. Rev. J. N. Fields, of Redlands, Cal., can be addressed for further information.

SAN DIEGO.—John Austin has been appointed the architect for the eight-room addition to the Logan Heights school, and W. S. Hebbard, architect, has been awarded the contract for the Brooklyn Heights school building, it is reported.

SAN FRANCISCO.—The Board of Managers of the Children's Hospital is endeavoring to raise sufficient funds for a new hospital to be erected here.

YUBA CITY.—According to press reports, the Franklin Methodist Church trustees have purchased site here for the erection of a modern new church soon.

WASHINGTON

SEATTLE.—J. C. Kavanagh has engaged Charles G. Bagley to prepare plans for an eleven-room residence for himself, which will be erected at Seventh Avenue North and Prospect Street.

James A. Moore has announced that it has been decided to improve the Arcade Building on Second Avenue, between Union and University Streets, by the addition of two more stories. Between \$150,000 and \$200,000 will be spent in adding the two stories.

SPokane.—Dr. Wilson T. Johnson has purchased a site on Seventh Avenue, near Madison Street, for a large and handsome residence. It is stated that \$10,000 is to be expended.

TACOMA.—We understand from press despatches that Architects Russell and Babcock are preparing plans for an apartment house to be located on Yakima Avenue, opposite Wright Park.

Architects Darmer & Cutting are reported preparing plans for a nine-story building, to be erected on Pacific Avenue, just south of Twenty-first Street, for F. S. Harmon & Company. Estimated outlay, \$200,000.

John Batschi has announced that he will immediately begin the construction of a three-story brick hotel building, at the northwest corner of Pacific Avenue and Twenty-fourth Street, at a cost of between \$30,000 and \$40,000.

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Announcement

Boston, May 1, 1908.

Mr. Francis H. Bacon announces that he has resigned the Vice-Presidency of the A. H. Davenport Co., with which he has been connected for twenty-four years, and that he has established himself in independent business, and is prepared to undertake the decorating and furnishing of houses, clubs, banks and other offices, as well as the designing and making of special woodwork and furniture. Offices at No. 2a Park street, Boston, Mass. (1693)

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Academy Architecture, 16 volumes.

All in strictly good condition. This collection of modern works can be obtained at a greatly reduced price. Answer 21-D, American Architect. (1692-3)

PROPOSALS

WRECKING CITY HALL
Department of Public Works

Chicago, May 12, 1908.

Sealed proposals will be received by the city of Chicago until 11 a.m. Tuesday, July 14, 1908, at Room 224, City Hall, for the wrecking, excavating, and caissons required in connection with the construction of the new City Hall building to be erected on the west half of block 39, original town of Chicago, according to plans and specifications on file in the office of Holabird & Roche, Architects, 16th floor Monadnock Block.

Proposals must be made out upon blanks furnished at said office, and be addressed to said department, indorsed "Proposals for New City Hall, Wrecking, Excavating, and Caissons," and be accompanied with five per cent. (5%) of amount of bid in money or a certified check for the same amount on some responsible bank located and doing business in the city of Chicago and made payable to the order of the Commissioner of Public Works.

The Commissioner of Public Works reserves the right to reject any or all bids. A deposit of \$500 will be made in Room 224, City Hall, to insure the safe return of plans and specifications.

No proposal will be considered unless the party offering it shall furnish evidence satisfactory to the Commissioner of Public Works of his ability, and that he has the neces-

sary facilities, together with sufficient pecuniary resources, to fulfill the conditions of the contract and specifications, provided such contract should be awarded to him.

Companies or firms bidding will give the individual names, as well as the name of the firm, with their address.—John J. Hanberg, Commissioner of Public Works; by Paul Redriske, Deputy Commissioner. 1692-3-4

Treasury Department, Office of the Supervising Architect, Washington, D. C., May 18, 1908.—Sealed proposals will be received at this office until 3 o'clock p.m. on the 29th day of June, 1908, and then opened, for the construction (including plumbing, gas piping, heating apparatus, electric conduits and wiring) of the U. S. Post Office at Sumter, South Carolina, in accordance with drawings and specification, copies of which may be had at the office of the Custodian of Site at Sumter, South Carolina, or at this office, at the discretion of the Supervising Architect.—James Knox Taylor, Supervising Architect. (1692-93)

Treasury Department, Office of the Supervising Architect, Washington, D. C., May 21, 1908.—Sealed proposals will be received at this office until 3 o'clock p.m. on the 6th day of July, 1908, and then opened, for the construction complete of the U. S. Post Office at Marietta, Georgia, in accordance with the drawings and specifications, copies of which may be had at this office, or at the office of the Custodian of the site at Marietta, Georgia, at the discretion of the Supervising Architect.

JAMES KNOX TAYLOR,
Supervising Architect.
1692-3

Treasury Department, Office of the Supervising Architect, Washington, D. C., May 20, 1908.—Sealed proposals will be received at this office until 3 o'clock p.m. on the 23d day of June, 1908, and then opened, for the installation of a conduit and electric wiring system in the U. S. Post Office, Court House and Custom House at Spokane, Washington, in accordance with the drawings and specification, copies of which may be had at this office, or at the office of the Superintendent of Construction, Spokane, Wash., at the discretion of the Supervising Architect.—James Knox Taylor, Supervising Architect. (1692-3)

Treasury Department, Office of the Supervising Architect, Washington, D. C., May 23, 1908.—Sealed proposals will be received at this office until 3 o'clock p.m. on the 2d day of July, 1908, and then opened, for the construction (including plumbing, gas piping, heating apparatus, electric conduits and wiring) of the U. S. Post Office at Columbia, Tennessee, in accordance with drawings and specification, copies of which may be obtained from the Custodian of Site at Columbia, Tennessee, after the 25th day of May, or at this office after the 25th of May, at the discretion of the Supervising Architect.—James Knox Taylor, Supervising Architect. (1692-3)

Treasury Department, Office of the Supervising Architect, Washington, D. C., May 23, 1908.—Sealed proposals will be received at this office until 3 o'clock p.m. on the 1st day of July, 1908, and then opened, for the construction and mechanical equipment (except plumbing) of an extension to the U. S. Post Office, Court House, etc., at Baltimore, Maryland, in accordance with drawings and specifications, copies of which may be had at the office of the Custodian in Baltimore, Maryland, or at this office, at the discretion of the Supervising Architect.—James Knox Taylor, Supervising Architect. (1692-3)

Treasury Department, Office of the Supervising Architect, Washington, D. C., May 25, 1908.—Sealed proposals will be received at this office until 3 o'clock p.m. on the 7th day of July, 1908, and then opened, for the construction (including plumbing, gas piping, heating apparatus, electric conduits and wiring) of the U. S. Post Office at Iola, Kansas, in accordance with drawings and specification, copies of which may be had from the Custodian of the site at Iola, Kansas, or at this office at the discretion of the Supervising Architect.—James Knox Taylor, Supervising Architect. (1693-4)

NOTICE TO CONTRACTORS

Sealed proposals, endorsed, "Proposals for Gas Engine, Dynamo, and Switchboard; Electric Wiring, Pole Line and Connections; and Motors, for State Agricultural Experiment Station, Geneva, N. Y.," will be received by Mr. Lyman P. Haviland, Chairman of the Building Committee, State Agricultural Experiment Station at Geneva, N. Y., up to 10 o'clock A. M., on the 20th day of June, 1908, when they will be opened and read publicly.

Proposals shall be accompanied by a certified check, and the contractor to whom the award is made will be required to furnish bond all as stated in the specifications. The right is reserved to reject any or all bids.

Drawings and specifications may be consulted and blank forms of proposals obtained at the office of the Director, Geneva, N. Y., or at the office of the State Architect. Complete sets of plans and specifications will be furnished to prospective bidders, upon reasonable notice to, and in the discretion of, the State Architect, Franklin B. Ware, Albany, N. Y. 1693-4.

NOTICE TO CONTRACTORS.
MODIFICATION OF REQUIREMENTS,
NEW YORK STATE EDUCATION
BUILDING.

The time mentioned in paragraph (a) for receiving bids and in paragraph (b) for opening bids in the Notice to Contractors on page one of the Proposals for Bids, Contract, Bond and Specifications, has been changed from June 2, 1908, to June 22, 1908.

Paragraph (i) on page two of the said notice, requiring that each estimate shall be accompanied by the consent in writing of one or more guaranty or surety companies, etc., etc., has been eliminated.

Paragraph (j) on page two of the said notice has been amended to read as follows:

"The contractor to whom the award is made will be required to furnish within five days from the receipt of written notice of such award security to guarantee the faithful performance of the work. Such security shall be one or more bonds, executed by one or more surety companies, aggregating one million dollars (\$1,000,000); or five hundred thousand dollars (\$500,000) in cash, deposited with the Trustees of Public Buildings; or a check to their order for five hundred thousand dollars (\$500,000), deposited with said Trustees and certified by a bank approved by them; or negotiable bonds worth not less than five hundred thousand dollars (\$500,000), deposited with said Trustees and approved by them."

Additional bids will be required to permit certain modifications in the contract and specifications if found advisable. For supplemental bid form and full particulars, apply to Messrs. Palmer & Hornbostel Architects, 63 William street, New York City.

ROBERT H. FULLER,
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Dated May 27, 1908. (1693-4)

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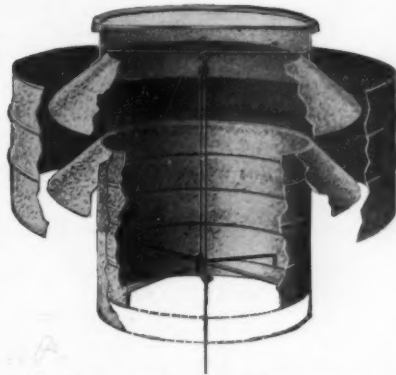
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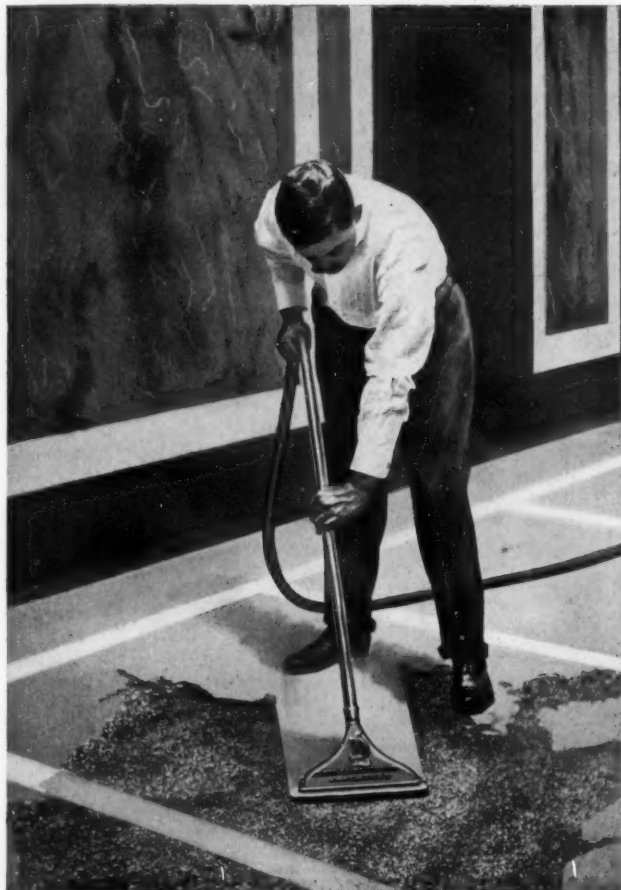
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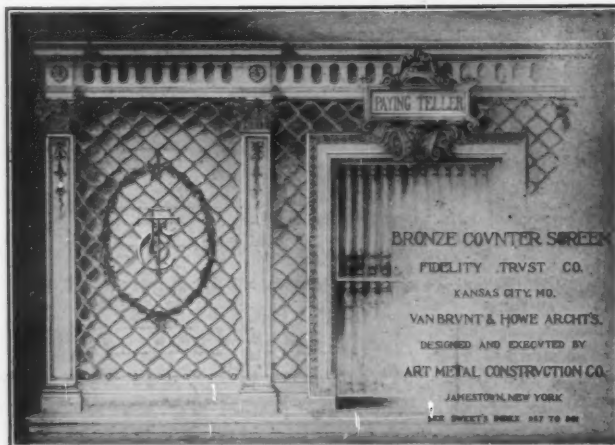
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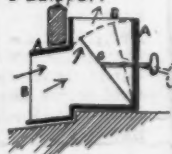
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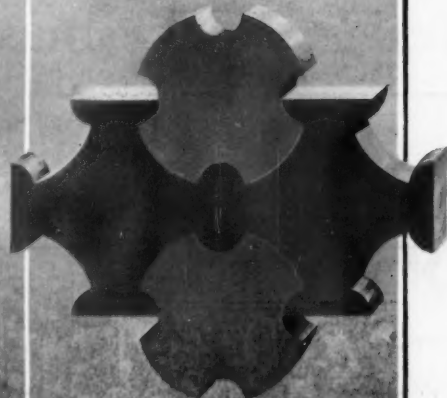
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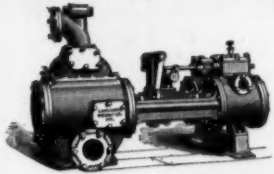
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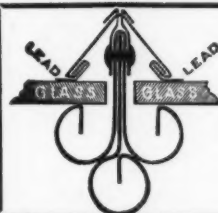
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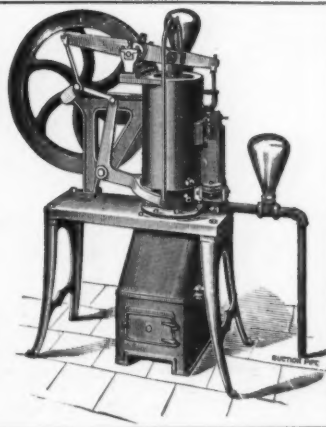
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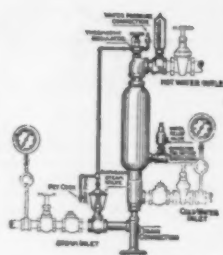
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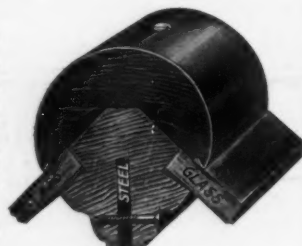
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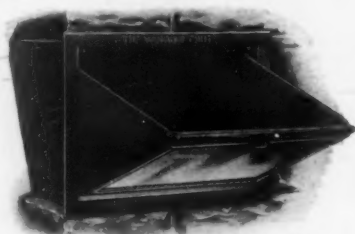
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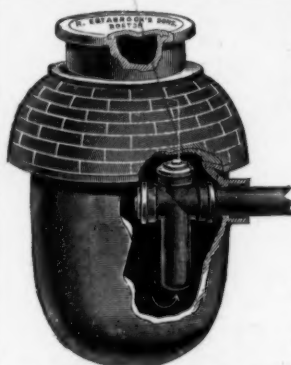


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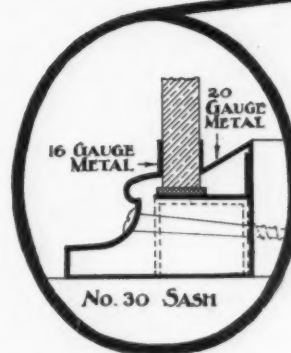
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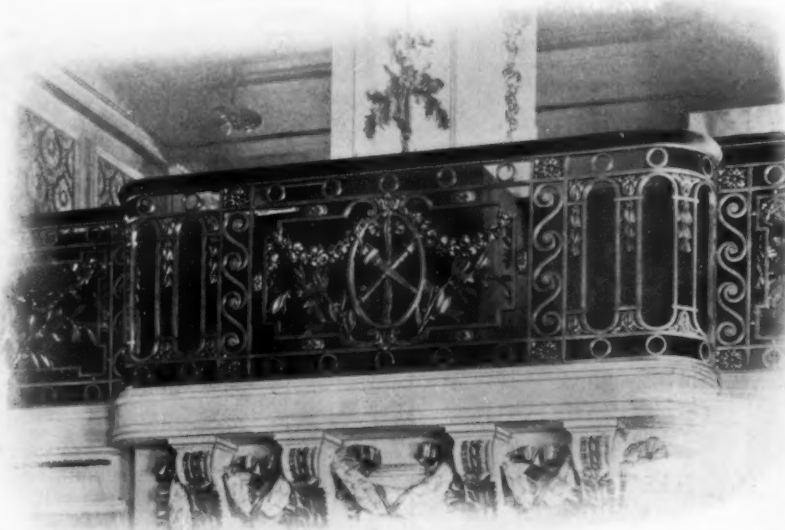
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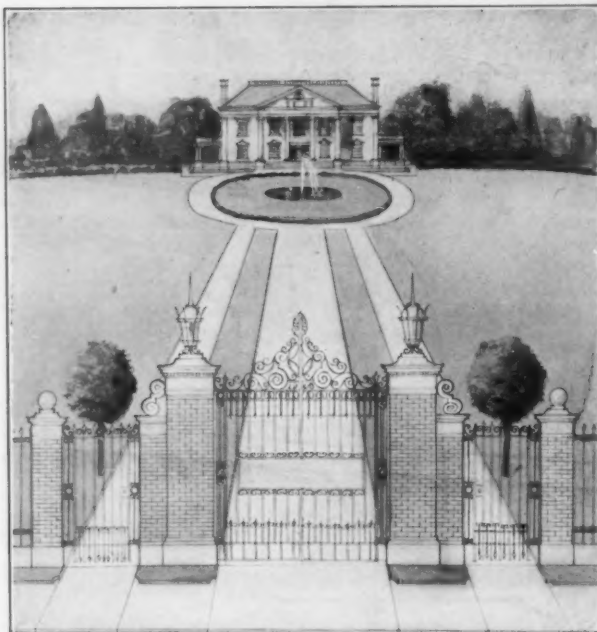
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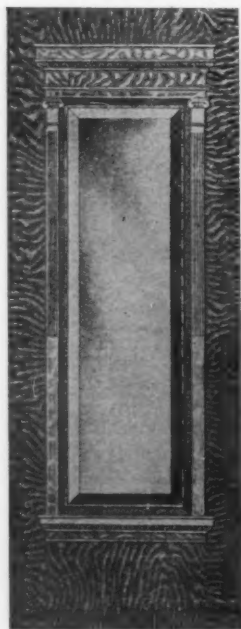
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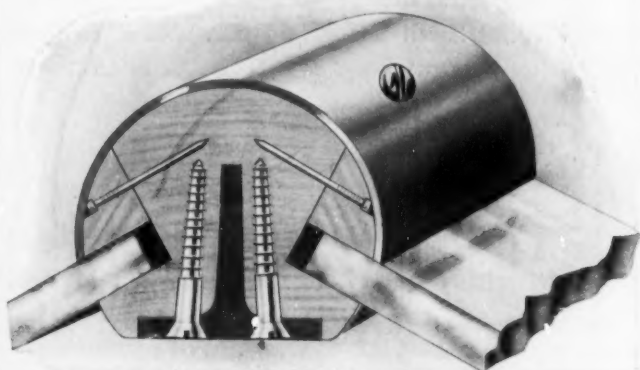
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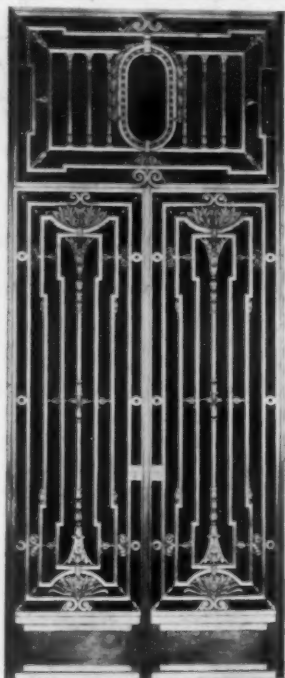


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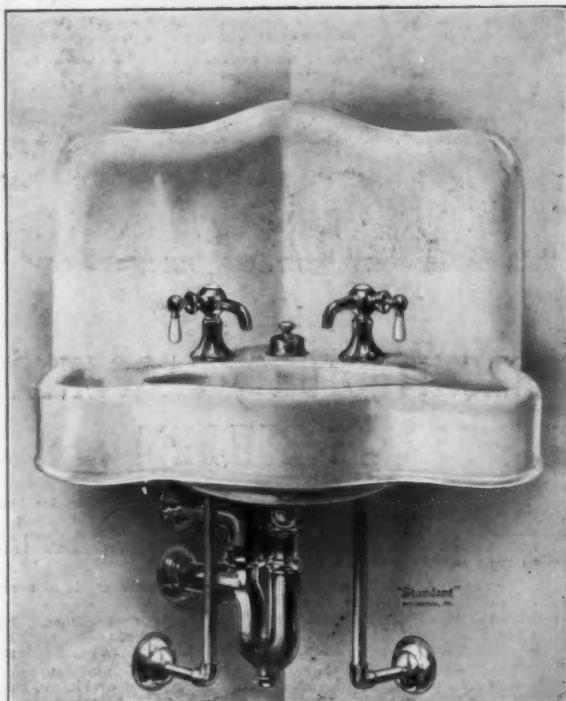
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