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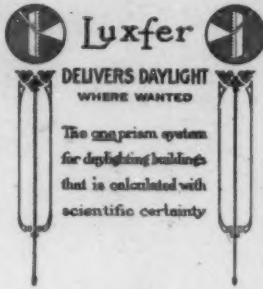
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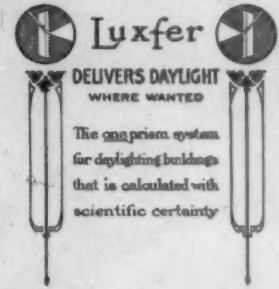
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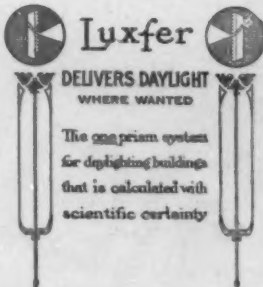
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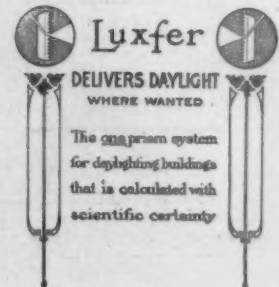
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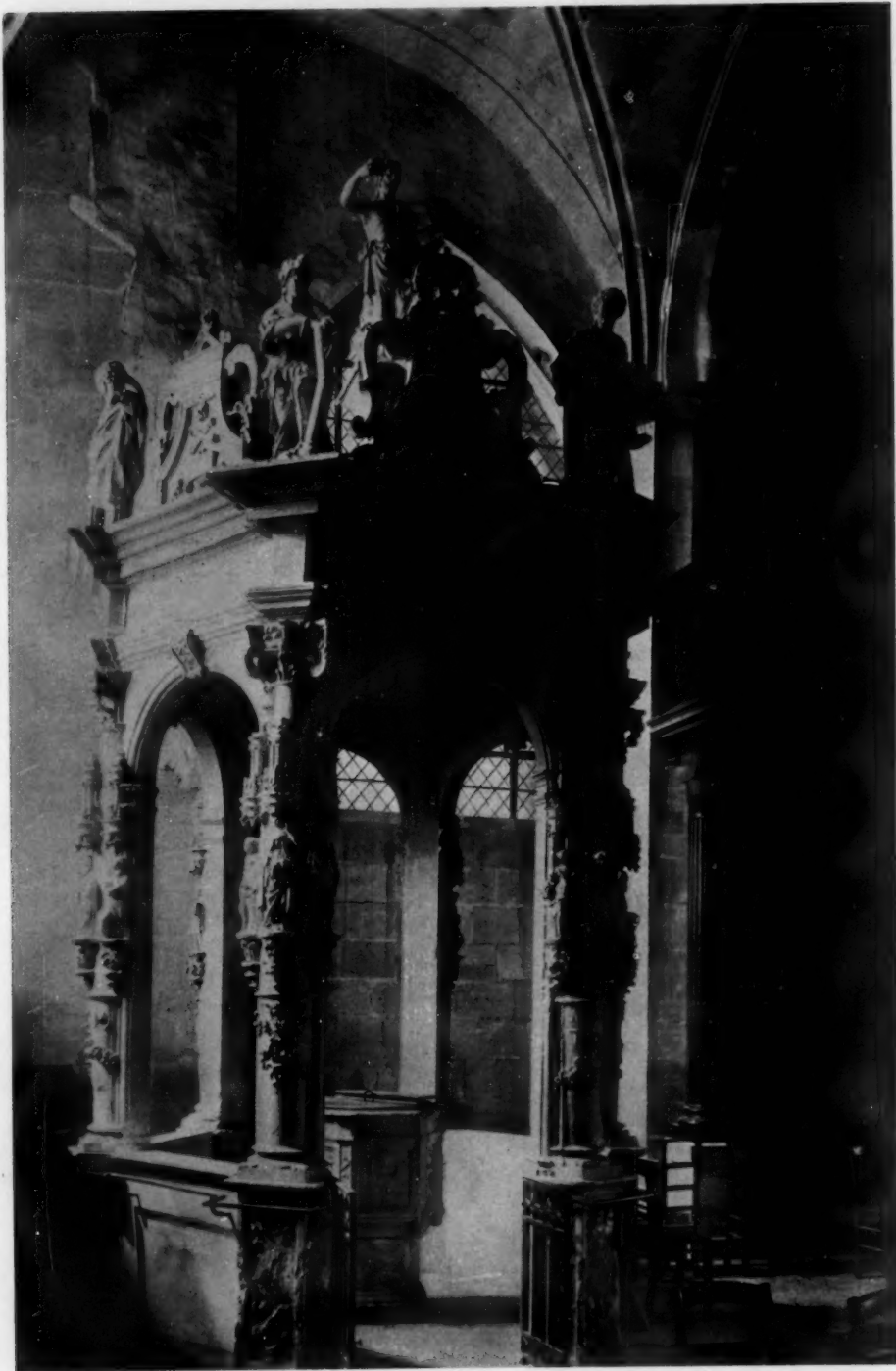
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THE AMERICAN ARCHITECT



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THE AMERICAN ARCHITECT

Vol. XCVII

WEDNESDAY, JANUARY 19, 1910

No. 1778

Modern Commercial Buildings

BY J. HOLLIS WELLS, OF CLINTON & RUSSELL, ARCHITECTS

IN an age of large affairs and only within the past decade, perhaps, architecture and engineering have allied themselves. The masters of each profession must needs depend one upon the other, and this combined with business and organization talent has brought into use the term "commercial architecture," which, however, taken in a broad sense, should mean all architecture, for an architect to protect the interest of his clients must combine in a broad sense aesthetics, common sense and practicability. His office is organized along these lines. His staff is composed largely of architectural designers; but combined with these are his structural, mechanical, electrical and sanitary engineers, his superintending and his business force, each department working within itself but forming an harmonious whole and dependent one upon the other for a completed design.

After the architect the builder. In the old days there was the "boss," the bookkeeper and the timekeeper. Estimates were crudely made. The subcontract was a mysterious element. The modern builder's office supplements the architect's. His force is organized into departments—business, estimating, architectural, engineering, superintending, etc. Everything is analyzed, and subcontractors are kept in line. This in connection with the organization of the architect has made possible the carrying out of the wonderful feats of construction of the present day.

From the foregoing remarks as to the personnel of the modern commercial architect, it can be readily seen

what an advantage such an architect has over the older régime, and also how much it is to the interest of the owner to retain them. With such a staff under one control the owner gets the benefit of expert advice, which though each is inspired with the desire to have his particular work right, at the same time adjusts his requirements to those of his colleagues so that the whole work when completed is harmonious and not an aggregation of different systems gathered together and placed in any position without regard to each other.

One of the important problems confronting the architect of the modern building is the foundations; before the era of the large building this was in a great many cases determined by rule of thumb, as instanced by the many excessively eccentric footings which are found in fairly large buildings of the older type and also in the fact that in many of this class of buildings are found foundations whose bearing areas are not proportioned to each

other. Here is where the structural engineer is called upon not only to determine the size and composition of the foundation but also the type, whether it shall be piles, grillage or caissons, and here it may be well to state that owing to the many deep cellars which have been and are being erected in the lower part of the city the wooden pile foundation has become obsolete.

In determining the type and design of the foundation, the requirements of the mechanical and heating engineer must be kept in mind, as it is necessary to take care of engines, boilers and other apparatus which are



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usually placed adjacent to the foundations.

Where the soil is good and the other requirements not excessive, grillage foundations are usually used to good advantage, especially if the building is to be erected in a limited time.

Where it is required to have a deep cellar, or the weight of the building is very heavy, caisson foundations are resorted to, and at the present time these have been studied so carefully and the operation of sinking them has been so perfected that it is possible to erect a modern building with this type of foundations in twelve (12) months.

Recently the Commission which were drawing up a new building code for the city of New York made an endeavor to solve the problem of the maximum height for new buildings and the areas they should cover. Everybody had suggestions to make, but there is no hard and fast rule which can possibly cover these points. Economical reasons will govern. Everything depends upon the area and shape of the property and its value. No architect with common sense would advise his client to erect a building thirty stories or even twenty stories high on a lot fifty by one hundred, and it is seldom wise to have the cost of a commercial building largely exceed the value of the land on which it stands. The character of the foundation is another element which largely governs, especially when the area of the lot is restricted. Several architects have made grievous mistakes in covering too much of the property. Each building should be designed upon its own merits. An

owner is foolish who requires that rental space should be the greatest factor. Eighty thousand square feet of rentable area, light and airy, at two dollars per square foot, is better than twice the amount in dark, unsanitary space rented at any rate the tenant is willing to pay. Therefore, courts should be ample and designed as far as possible without reference to one's neighbor. There should be many windows and large ones, never less than thirty-two square feet of opening for each window. Ceilings should average not less than ten feet and six inches in the clear and slightly more if possible. For office layouts a width of about 17'0" for bays and not to exceed 30'0" from glass to partition is economical and practical. This spacing allows for two private offices and an outside room with wash basin. Loft and business, of course, are designed each for its special purpose and more lot area can be covered, but always the courts should be large.

Many notable buildings in New York have caisson and cofferdam foundations. The foundations for the Hudson Terminal Buildings were designed by Messrs. Jacobs & Davies, engineers. The cofferdam is of reinforced concrete, eight feet thick and some eighty feet in depth. This dam extends about 430 feet along the front and rear of the buildings and 180 feet along each side. It is held in place by heavy steel

construction in the track floors, which are filled in solid with reinforced concrete.

In this case it was necessary not only to consider the building, but the tracks, platforms and other arrangements of the terminal for the Hudson & Manhattan R. R. had to be taken care of.

The foundations of the addition to the Mutual Life Building in New York City are of a similar character but the dam is of concrete not reinforced. Portions of this dam were sunk to a depth exceeding 100 feet below the level of the curb. Other instances of the caisson and concrete dam are the 60 Wall Street Building, Atlantic Mutual Insurance Company Building, Wall Street Exchange Building, U. S. Express Realty Co. Building and the new addition to the Farmers' Loan and Trust Building, in all of which it was desired to have a basement and the mechanical equipment below the sidewalk. The foundations for the Broad Exchange Building is an example of purely isolated caisson foundation.

In the designing of the steel frame of the building proper attention must be paid to the wind bracing and the disposal of the structural members so as not to interfere with the architectural treatment and at the same time take care of the proper openings and shafts for the numerous steam and plumbing pipes and electric conduits.

In addition to this the spacing and location of columns and beams for the most economical layout consistent with the plan of the building must be considered.

No discussion of the designing of the steel work is necessary. The mills and shops have standardized their details, and engineering practice is generally the same in various sections of the country. The Building Code of the City of New York also standardizes plumbing and sanitary practice and this portion of the code is a text book in itself. The requirements of the Fire Department in regard to the standpipe equipment and of the Board of Fire Underwriters with their sprinkler equipment are reasonable and safeguard the building.

Owing to the diversity of opinions in regard to the mechanical and electrical equipment of the modern building the commercial architect is well fitted to advise

is accepted and he as a general rule does not keep up to modern practice, for with modern high-class equipment, tungsten lamps and the employment of trained men in the engine room the cost of operating and maintenance can be reduced 30 per cent. Street service is undoubtedly cheaper than isolated plant service, unless the best of design is obtained and the operation is looked after. Electric elevators are now built on the proper lines and no one need hesitate to install a fully equipped electrical plant.

In addition to the question of plant proper, the mechanical and heating engineers determine the location and size of the piping and heating surface and also the design of any ventilating apparatus and in the case of the deep cellar with boiler and engine room at the low level and entirely closed in this problem requires a great deal of study, and must be taken into account in the design of the building by reason of the fresh and foul air flues usually carried up through the building.

The electrical engineer has also to dispose of his lights, circuits and wire shafts to the best advantage and must also take care of all wiring and motors which may be required to operate apparatus designed and located by his associates.

Elevator service, the number of elevators to be installed, is a problem which has lately been given a great deal of attention by the numerous elevator manufacturers and a few engineers who have had this problem to contend with, so that at the present time there is no reason why any building should suffer from poor service.

Everything that pertains to good design is economical. Good judgment and practical sense with a largeness of mind give to the client what he is looking for, a net return on his investment. Every year the art of design is advancing and the architect who keeps abreast of the times is indeed a busy man. And with the modern builder with his staff of experts who are capable of superintending and laying out the various engineering details which abound in the modern commercial building the operation must be a success.

But there are other problems of the modern building which are to be considered. The handling of the sewage below the main sewer, the seepage and the water from the underground drains, the proper distribution of the hot and cold water with reduced pressure, the drinking ice water, the ice-making plant and the distribution of brine mains for cold storage, and also the installation of the vacuum cleaning apparatus.



RESTAURANT
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as to the best installation for each case and in this regard it may be said that there is no question.

The mechanical and electrical equipments are not as yet standardized and there is still some diversity of opinion. There is no question that first cost should not be considered. There are several buildings in which the cost of electrical service at the switchboard is about 1.2 cents per kilowatt hour. These buildings are equipped with high-class generators and four-valve compound non-condensing engines, all machinery is operated electrically, and the plants are supplemented with storage batteries. These plants pay for themselves in a short time. A mechanical and electrical plant deserves the attention of experts, and it is to be regretted that they are not always given full leeway. Too often the advice of the man in the engine room

MEDIAEVAL ART IS FOUND.

An important discovery was made by accident in the Church of Santa Maria Di Maggio, at Florence.

Monks attempted to enlarge two small niches where the holy oil was kept. While removing plaster they discovered, concealed underneath, two marble tabernacles representing the figure of Christ surrounded by angels and flanked by two columns supporting a cornice bearing a graceful decoration. The workmanship is exquisite and artistic. It is unhesitatingly attributed to Mine Da Fiesole. Several of the figures are damaged, having been broken by the chisel.

A TERMINAL STATION*

By J. VIPOND DAVIES and
J. HOLLIS WELLS

The title of this paper would indicate that the subject is one general in its extent, but this, however, is not the case, it being our endeavor to present the unique and novel proposition arising out of new conditions developed by the rapid transit situation in a great city, and to outline the history and development in the case.

The growth and development of the great cities have introduced conditions arising from the concentration of population which has necessitated in turn new means of transportation to meet these conditions as they have arisen. In all such cities the so-called business district is necessarily very concentrated, which is largely on account of the necessity for constant and continued intercourse of people engaged in business, making it most desirable that their office or other place of business should not be at any great distance from those with whom they transact their daily affairs. The introduction of the telephone has undoubtedly enabled this business district to be expanded over an increased area, but even with this means of communication it is neither feasible nor desirable to spread the business of a great city over a larger area than can be avoided. The concentration of business into a comparatively small district has involved on all the larger cities the well-known condition of enormous difficulty in transportation during the daily periods known as the "rush hour," which embraces a couple of hours in the morning for passengers en route to their places of business, and a similar period in the evening for those returning home. These conditions are obviously accompanied by a condition involving enormous increases in the property values in the business district, and in order to obtain an adequate return on the investment in property in this district the familiar practice has developed of erecting high buildings so as to obtain the greatest building facilities in proportion to the land area occupied, and thus the maximum returns in the form of rentals on the investments.

The transportation problem has developed largely in recent years, London being the first city to feel the need of these developments. That city is, however, very different from the American cities in that the streets are extremely narrow and badly adapted to heavy and congested traffic. Fortunately the underlying soil in London is peculiarly advantageous to the economical construction of underground railroads, and for many years there has been developing a system of underground transportation very advantageous to the people and to the development of the city and its surroundings. London has not, however, adopted very extensively the American custom of erecting high buildings, and has only recently utilized to any extent the steel frame type of construction of high buildings. The principal reason for this is that the laws relating to "Ancient Lights" make almost prohibitive the construction of

high buildings in the densely built-up sections. With respect to transportation facilities, however, London is far ahead of any other city in the world. In the congested thoroughfares of that city the police regulations prohibit the unloading of coal, freight, or any other such materials during the busy hours of the day, and all this traffic is necessarily handled during the early or late hours, when traffic is light. The result of this is that the whole of the narrow streets is available for traffic. At the same time the construction of subways in London has gone far ahead of the necessities and uses of the same, and investors in the tunnels and underground railroads are confronted with the situation of being unable to obtain traffic sufficient to permit of paying interest on the investments.

The condition in New York is one which has developed in an acute form during a very brief and recent period. The peculiar conformation of New York and the history of its growth has made the southerly point of Manhattan Island the business center of the entire greater city, and owing to the numerous lofty buildings erected in the downtown section on Manhattan Island the concentration of the business population is very great. Further, as the growth of the tributary population has radiated from that downtown center, it has spread into the State of New Jersey, and as a result there has been built up in that State within the immediate suburban district a population exceeding a million people, all tributary to the business center of New York City. Owing to the geographical conformation of New York, the only direct rail connection northward from Manhattan Island is out into the Bronx. The Boroughs of Brooklyn and Queens, representing an immense tributary population of nearly two million people, are cut off by the East River, which, however, is sufficiently narrow to permit of building bridges over it at certain locations, and there are now either in operation or nearly completed four immense and magnificent bridges over the East River, connecting the Borough of Manhattan and the outlying districts on Long Island.

The provision for crossing the Hudson River for the suburban population resident in New Jersey, as before mentioned, has heretofore been solely that of ferries. These ferries, with the passing of years, have been improved and developed so that now the modern ferryboat is an exceptionally convenient and advantageous means of transportation in so far as a ferry could possibly be. Such a convenience, however, requires the transfer of passengers at each side of the river and this mode of conveyance is of necessity somewhat slow; not so much in the actual movement between the ends of the piers, but in loading and starting on one side, and in entering the ferry slips, landing and unloading on the other, and in cases of fog or storm, or under the winter conditions of ice, or when other craft moving up and down the river obstruct the passage of the ferryboats, the ferries are seriously delayed and impeded in their movements. Notwithstanding these difficulties the ferry traffic crossing the Hudson River has reached a point of great magnitude, and a conservative estimate, based on actual count of a single day's traffic, indicated that the total number of people using the ferries across the Hudson River prior to the construction of the tunnels of the Hudson & Manhattan Railroad, was 120,000,000 per annum.



FULTON BUILDING

THE HUDSON TERMINAL BUILDINGS

CORTLANDT BUILDING

*Paper read before the A. I. A., at the forty-third Annual Convention, Washington, D. C., Dec. 16, 1909.

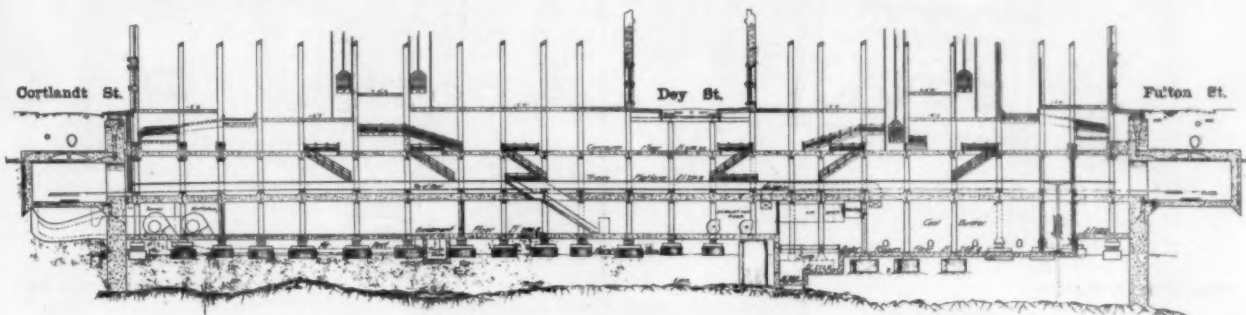
There is an added difficulty also in the situation in New York, in that all the main line railroads, excepting the New York Central & Hudson River and the New, York, New Haven & Hartford lines, terminate on the west bank of the Hudson River, and have thus been cut off by the Hudson River from direct physical connection into New York City. These railroads include the West Shore, the Delaware, Lackawanna & Western, the Erie, the Pennsylvania, the Lehigh Valley, the Baltimore & Ohio, the Philadelphia & Reading, the Central Railroad of New Jersey and the New York, Susquehanna & Western.

The desirability of a tunnel line entering New York City

electrically operating trains of cars under a multiple-unit system, with cars of proper dimensions to be operated over the tracks of the steam railroads to the suburbs of New Jersey.

(2) To obtain such a location where the value of the property would not bear too heavily on the finances of any such undertaking.

It was obviously undesirable to cross Broadway—first, as the east side of that thoroughfare is of no greater value for the handling of passengers than the west side at equal distance from Broadway, and the difficulties and expense of caring for the old buildings, with their poor foundations, would have enormously increased the costs and hazards of tunnel con-



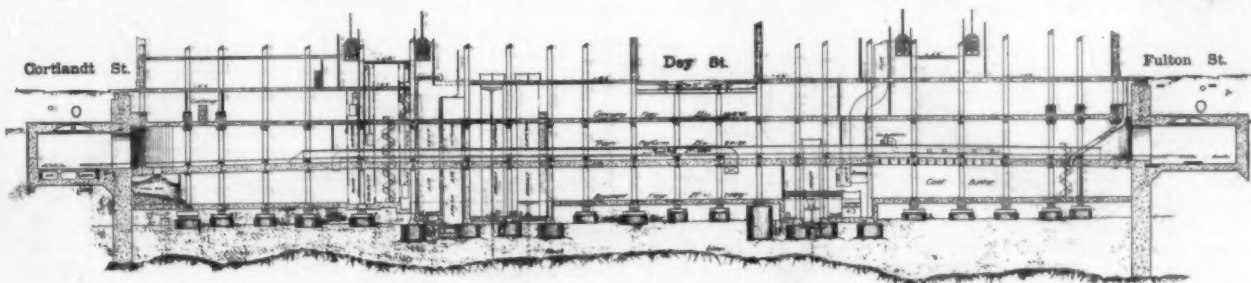
Section at Track No 4.

from New Jersey was first practically considered in 1873 when the Hudson River Tunnel Company was organized, and laid out plans for a line from a point at the foot of Fifteenth Street, Jersey City, across the Hudson River to New York City, proceeding to Washington Square for a terminus. At that time the proposition was for a steam railroad, it being the intention to locate a Union Station in New York in the vicinity of Washington Square, which was the residential district. The location adopted was suitable to the uptown shopping and residential districts, but the lapse of time before the scheme reached fruition and the pronounced movement of these districts northward in the interim necessitated other terminals, which have been since provided by the extension of the lines of the Hudson & Manhattan Railroad (successor to the parent company) along Sixth Avenue to Forty-second Street and Lexington Avenue, the construction of which has been already completed to Twenty-third Street, and work is now in process north of that point.

As is obvious, this uptown line provides no facilities for the dense daily movement into the downtown business district, and consequently before the development of the proposition of connecting all the railroads terminating in New Jersey to

struction; and, second, the connections with other lines of city transportation are vastly better west of Broadway.

Owing to the topographical conditions, a stub-end terminal, with parallel tracks, would have been quite impossible at any location downtown, aside from the loss of utility in the approaches to any such terminal station. The general scheme of operation of the Jersey terminals and the plans for the uptown lines had determined the factor of train length as eight cars, each $48\frac{1}{2}$ feet long, necessitating a station track 388 feet in length and station platforms on tangent approximately 350 feet in length. The Rapid Transit Railroad Commissioners had made the rigid requirement that any tunnel railroad entering this section of the city must be at such depth as to leave not less than 20 feet between the external line of the top of construction and the surface of any north and south street, in order to preserve intact all the main north and south streets for subway construction to meet future development. In this case the requirement was immaterial, as the grade from the river to the terminal necessitated at least this depth. The general proposition provided for the future four river tunnels (two in each direction), and each tunnel required two terminal tracks, and an extra track was provided on which to lay up a



Section at Track No 5.

the uptown section of New York had advanced far towards solution the project was extended to connect all these railroads also to the downtown district. The heaviest passenger movement in Jersey City centers at Exchange Place, and includes the traffic from the Pennsylvania and other steam railroads, as well as the very heavy pedestrian and street car movement terminating there. In Manhattan the center of greatest concentration is south of the City Hall, and in locating lines for a tunnel railroad the problem presented was:

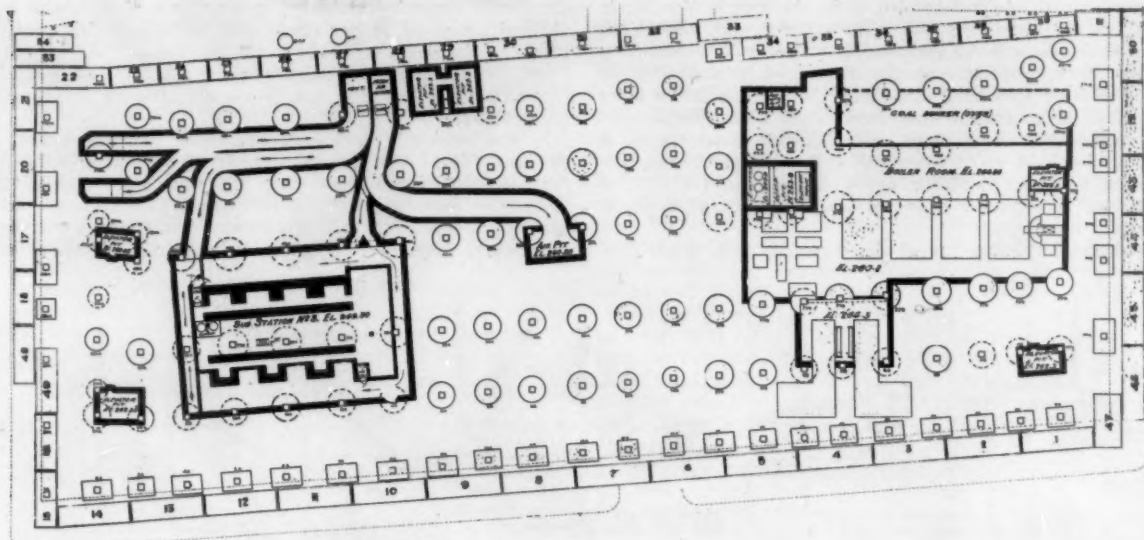
(1) To obtain a location close to Broadway where a terminal station could be reasonably located, realizing the necessity for

crippled or out of service train; consequently a station with five tracks was necessary.

For rapid operation a station located on a loop would provide greatly added efficiency in operation, eliminating all questions of switching, and thereby maintaining single end movement.

Certain large parcels of property could be purchased along Church Street, and the distance between Cortlandt and Fulton Streets was ample for the various above mentioned conditions.

In the earlier consideration of the plans for the uptown proposition the question of arrangement of tracks and platforms at terminal stations had been carefully gone into. For



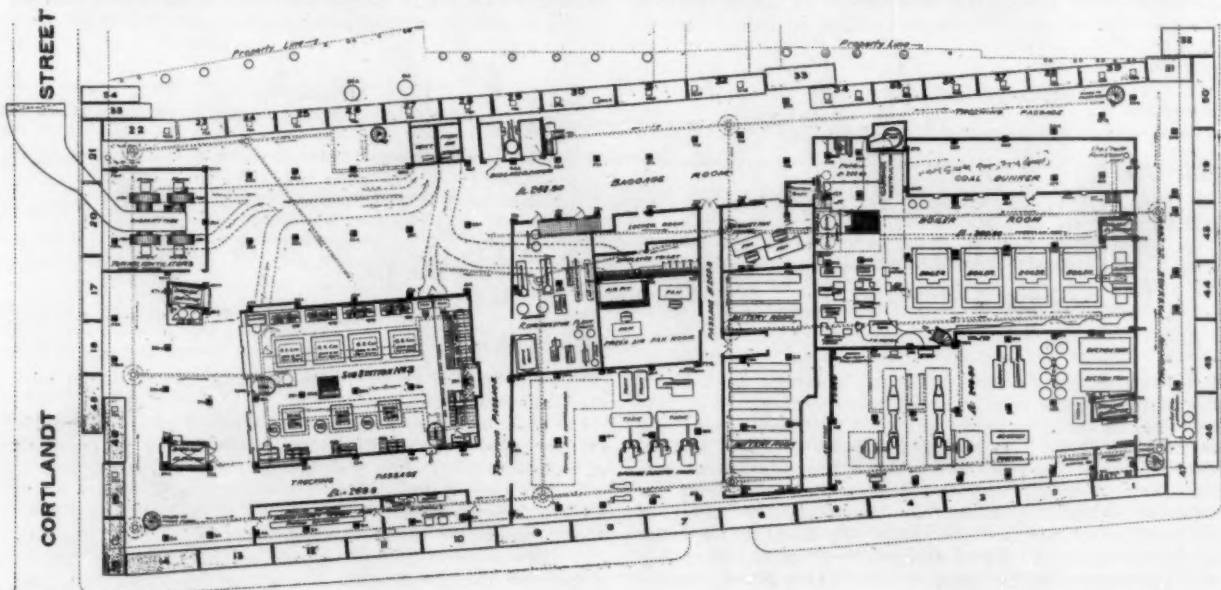
SUB-BASEMENT PLAN

HUDSON TERMINAL BUILDINGS

these suburban transit schemes the traffic is purely passenger service, and platforms having an elevation similar to the floor of the car (or, say, 42 inches above the top of the rail) are essential to the rapid loading and discharge of passengers. The old idea of increasing tracks in stations is a false advantage, as it is obvious that if a carload of people can be discharged instantly onto platforms the train itself is free to proceed, while the platform can gradually discharge its load. The English custom of having a separate door to each small compartment of a car, equivalent to a door to each ten persons, is ideal in this respect, but not adaptable to our operating conditions. The introduction of mechanical means for operating the doors of cars permitted us in the design of this equipment to use broad side doors at the center as well as at the ends. The question then remained as to the best arrangement of platforms in relation to tracks. A single platform used for loading and unloading, even with the use of end doors for discharge and center doors for loading, always involves conflict and interference in operation, which detract seriously from its usefulness. It was desired to maintain continuous movement in one direction for passengers, and to take out of the power or discretion of the traveling public the possibility of

making mistakes. To accomplish this it was only necessary, therefore, to separate the direction of movement by designing the stations so that each track should be served by two platforms—one for loading passengers, the other for discharging. Each platform also serves two tracks, and passengers are distributed for destination on the loading platforms before they enter the trains, either on the right or left hand. The unloading movement is simpler, as there is no need to specially distribute the passengers.

There was, therefore, now presented for solution an absolutely new proposition, involving the foregoing conditions, for a terminal station downtown for the Hudson & Manhattan Railroad, and the great cost and expense of the real estate gave to it a specially new aspect. In Europe particularly, but to a less extent in Canada and the United States, the adaptation of the terminal headhouse to hotel purposes has been common, but in all these cases only the area covered by the headhouse has been utilized by the construction of station waiting rooms, ticket offices, baggage facilities, etc., on the street level, and above that the building developed as a hotel. In no previous case, as far as the writers recall, has the trainshed been utilized except at the Flatbush Avenue, Brooklyn



BASEMENT PLAN

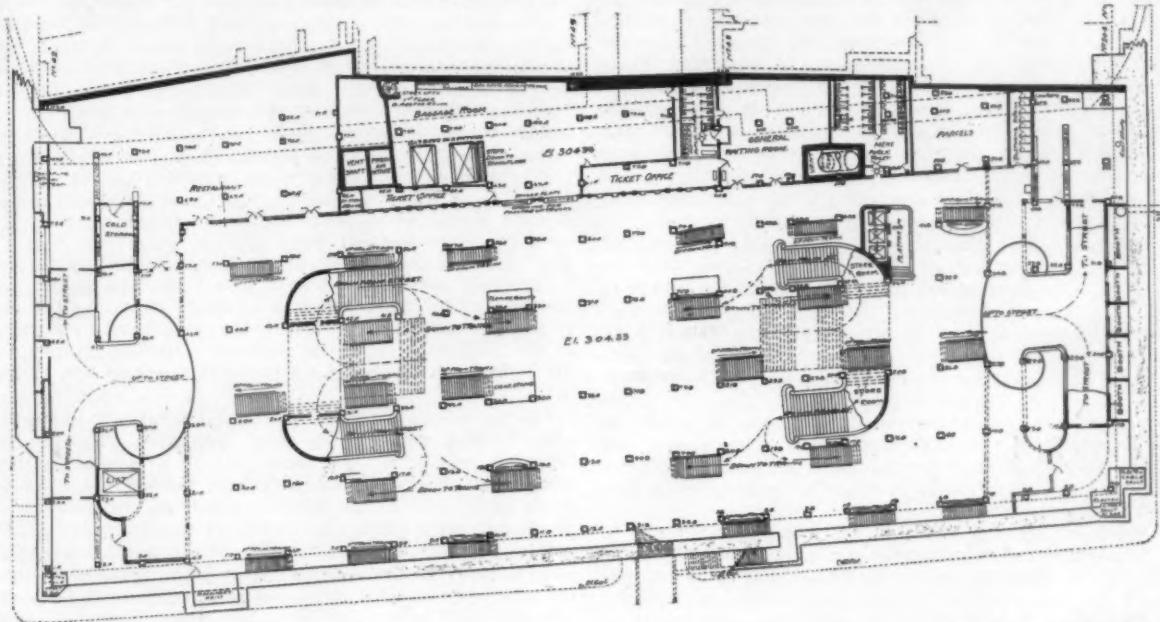
HUDSON TERMINAL BUILDINGS

terminal, Long Island Railroad, and the Grand Central improvements of the New York Central Railroad at New York. At these points there have been constructed over the depressed tracks branch post offices and offices for the railroad administration, and this also the Pennsylvania Railroad Company is now doing at Thirty-second Street and Eighth Avenue, New York City.

In this proposition the small area of land required for underground terminal facilities was very costly, involving an average price of between \$40 and \$45 per square foot for purchase, exclusive of the payment under franchise provisions for lease and use in perpetuity of the underground space of the adjacent streets. The original idea was to construct a railroad station with a simple shed cover over the area at the street level, but a consideration of the unremunerative condition of such a great investment (over \$3,000,000) made necessary a reconsideration on the basis of improving the property to yield interest on the investment apart from the railroad proposition. The location adopted made anything but an office building undesirable, and in conjunction with a railroad terminating there that plan appeared most advantageous. Fortunately, too, the highest courts of the State decided that the right of a railroad corporation to condemn lands for railroad purposes carried

In this case there was an added advantage, as at this level the concourse could be constructed continuous under Dey Street and practically over the entire area of the station site. The only necessary function, therefore, of the street level in connection with the railroad station was to provide adequate access and egress for passengers, well distributed, to the concourse floor, and with that exception the entire surface area was available as part of the office building now developed.

The provision of platforms, stairways and openings had next to be considered. To do this intelligently it was necessary to work back from the ultimate carrying capacity of the tunnels. The capacity of each pair of tunnels is one trainload of 800 persons on a headway of 90 seconds, or, say, 530 persons per minute, and this number either arriving or leaving at times of maximum movement in one direction, as the reverse movement is always comparatively light. Two terminal station tracks will easily take cars of this service, allowing three minutes for the train to enter and stand in the station. As there are two pairs of tunnels provided for the future (one pair of which is now in operation), the station was laid out with four operating tracks and an additional track, allowing only for unloading passengers, for car inspection and for storing disabled trains. The unloading platform widths and areas need



CONCOURSE PLAN

HUDSON TERMINAL BUILDINGS

with it the right to also improve such property for other uses.

As previously mentioned, the location adopted for the railroad was by a line from Jersey City eastward to the foot of Cortlandt Street, under Cortlandt Street to the private property at Church Street (the next street west of and parallel to Broadway); thence due north under this property and crossing under Dey Street to Fulton Street (420 feet between the north line of Cortlandt Street and south line of Fulton Street); thence turning west under Fulton Street and again crossing the Hudson River to Jersey City. The width of the station site averages 180 feet, and, including the widths of Cortlandt and Fulton Streets, the length north and south is 530 feet.

The elevation of the tracks in the station was determined (subject to the limitations of the Rapid Transit Railroad Commissioners) as 11.7 feet below mean sea level, or at a depth of 36.86 feet below the street surface at Church and Dey Streets, and this depth was altogether too great for the movement of passengers up and down without an intermediate landing. For railroad operation the shorter the movement vertically or horizontally between the concourse, or distributing floor, and the cars, the better, and as the clearance needed for the cars was only 12 feet 6 inches above top of rail, and the floor depth required was only 24 inches, a grand concourse was laid out at an elevation of 4.33 feet above mean sea level.

to be sufficient to hold only such part of the trainload as would not have passed onto the stairs when the last portion of the trainload has discharged, and obviously a floor area equal to the train itself is more than adequate, providing there is no undue congestion on the stairs. In order to load a train promptly the loading platforms should have sufficient area for a trainload of passengers to stand without undue crowding, largely grouped along the edges at the points where the car doors come when the train stops, with sufficient space in addition to permit a free passage through the crowd being maintained. The width should be greater than that of the unloading platforms, and should not be less than twice the width of the trains. Alternating the platforms as before mentioned, and thereby maintaining one-way movement, permits this. The platforms as finally arranged are as follows:

Along the Church Street side, an unloading platform 11½ feet wide serving one track; area 5,200 square feet.

Between tracks Nos. 1 and 2, a double loading platform 22 feet wide; area 9,000 square feet.

Between tracks Nos. 2 and 3, a double unloading platform 22 feet wide serving two tracks; area 9,300 square feet.

Between tracks Nos. 3 and 4, a double loading platform 22 feet wide serving two tracks; area 9,300 square feet.

Between tracks Nos. 4 and 5, a single unloading platform 13

feet wide, serving No. 5 track only in emergency and being regular only for No. 4 track; area 5,400 square feet.

To ascertain the necessities in respect of stairs and passages, count of actual movement of traffic at congested points in New York was made, notably at the Brooklyn Bridge. In a straight passage of ample width the "rush hour" New York crowd moves at the rate of 300 feet per minute, walking with a step averaging 30 inches. There is only a small reduction in this speed on ramps of, say, not over 10 per cent grade. At this rate each person averages about 10 square feet space occupied and the movement discharges about 30 persons per foot of width of passage. If the passageway becomes too congested, the space occupied per person reduces and the speed of movement also reduces, but the number discharged remains about the same, 30 per minute. Any contrary movement in a broad passage reduces the movement rather more than the relative space occupied in multiples of say 30 inches per person, but in narrow passages the relative reduction is much greater, notwithstanding that persons crowd into smaller space, not over 24 inches width.

A crowd moving freely upwards on stairs takes about the same number of steps per minute, say, 120, but advances only about 12 inches horizontally instead of 30 inches. Upstairs movement is much more dense than downstairs, but correspondingly slower. We have counted discharge on stairs of 24 persons per foot of width per minute moving upwards, but never more than 18 per foot of width moving downwards. There does not appear much difference in discharging rate on stairs above 4 feet wide if the movement is all in one direction, but stairs of all widths (particularly below 8 feet wide) are seriously impeded by any contrary movement even when only four or 5 persons per minute are moving in the direction reverse to the heavy traffic. Generally, for stairs above 4 feet width, all movement in one direction, actual count indicates:

Upwards—Maximum 20 persons per foot of width of stairs per minute.

Average for ordinarily free moving crowds 7.5 per minute.

Downwards—Maximum 18 persons per foot of width of stairs per minute.

Average for ordinarily free moving crowds 13 per minute.

In case of any contrary movement it is most important to force the people to a right hand direction of movement, and speaking generally no stairs serving traffic in contrary directions for railroad service should be permitted to be installed of less than 5 feet clear width.

In unloading railroad trains in rapid transit service, it is very important to distribute passengers as quickly as possible, particularly in discharge, and in such a problem as ours to get them off the track platforms as rapidly as possible and with the least amount of walking along the platforms, allowing them the more easily to freely distribute themselves on the great concourse floor. In a full train there are, say, 20 door openings in the train, all simultaneously discharging practically a single line of persons. Therefore, we located stairways on all the unloading platforms in tandem, six stairs to each, distributed as nearly uniformly along the platform lengths as possible. No. 1 platform has an aggregate of 26 foot stairs to discharge at the rate of 800 persons in a three-minute interval, or 266 persons per minute, or, say, 10 persons per foot of width of stairs. No. 3 platform has six stairs (one not fitted until needed) aggregating 48½ foot width for discharge of 800 persons in 90 seconds, or say nine persons per foot of width per minute.

For the loading platforms, it was important for the economical operation of the railroad to group the landings on the concourse floor, and consequently it was necessary to provide for this service only four stairs per platform in pairs. These have an aggregate width of 32½ feet, and maximum passenger movement of 16 persons per foot of width per minute, on the assumption that the train is fully loaded at the terminal station and no consideration given to local movement at other stations.

The arrangement of stairway heads on the concourse floor tends as far as it is possible to thoroughly distribute the movement, and also to separate the incoming from the outgoing traffic. The distribution of the streams of traffic cannot be

too thoroughly separated to obtain the best results. At the same time, having in mind that when the movement eastward is at its maximum and carrying 7.5 per cent of the total daily traffic between 7:00 A. M. and 8:00 A. M., the westward movement is only 1.5 per cent of the total daily traffic, and in reverse direction when between 5:00 P. M. and 6:00 P. M. the maximum westbound traffic represents 10.7 per cent of the total daily traffic, the eastbound traffic only represents 2.5 per cent of the total daily movement.

The original plan designed was to absolutely separate the movement on the street by making two main entrances on Dey Street near Church Street, each 30 feet wide, the entire entrance for all the traffic descending by arcade passages and easy stairs to the concourse, and one main exit each at Cortlandt Street and at Fulton Street, each 30 feet in width, and ascending by arcades and easy ramp sloping from 10 per cent to 14 per cent for the concourse. As, however, the aggregate of these main entrances provided for less than nine persons per foot of width per minute and the office buildings were greatly benefited by making all these main approaches equally entrances and exits, the first plan was modified to that extent and the freedom of movement is much better adapted to the general approach through the streets to the station and reduces thereby the general congestion on the streets.

The first essential purpose of this railroad and station is for the operation of a purely local rapid transit passenger service, but, as before stated, the railroad was to operate a terminal service for the various steam railroads in Jersey City and Hoboken. It was, therefore, also necessary to equip the concourse floor with ticket offices for these various trunk line railroads, enabling them to sell all classes of tickets for all points on their systems for trains departing and to advertise schedules of trains departing from Church Street Terminal. A train leaving at an advertised time becomes the train connection for the specified steam railroad train from New Jersey. The ticket examiners at the ticket barriers on the concourse floor announce the train connection, and at the leaving time of the train deliver a clearance ticket for the train to the conductor, who in turn surrenders the clearance ticket to the platform man at the respective stations on the New Jersey side, on receipt of which ticket the main line train is despatched.

The construction and design of this combined station and office building needs a very brief description. The structure below the surface is the greatest example of caisson construction in existence. The soil underlying the site was quicksand down to the level of the hardpan, which was an irregular deposit overlying the bedrock (New York micaceous gneiss). All surrounding buildings were on old and inadequate foundations, and the plans for the electrical power plant to be put in below the track level required excavation to a depth of 75.8 feet below Church Street, or 50.7 feet below tide level. In addition to the building with its foundations, the approaches for the tunnels to the station at either end had also to be constructed by sinking caissons under the streets and from building line to building line without interfering with the use of the streets during construction. The main station site was first enclosed by sinking 51 rectangular caissons, jointed to each other, around the external lines. All these caissons are of reinforced concrete 8-feet thickness of wall, and all caissons were sunk through hardpan to bedrock and sealed into the rock. Rock at its deepest point is 110 feet below the surface of Church Street. Inside the area of the enclosed coffer dam were then sunk 115 circular pits and 32 rectangular pits, in caissons down to hardpan, these pits corresponding to each column location, and in these pits were constructed the grillages and foundations for columns. Up to this point excavation had only been carried down to about the concourse floor level where water stood in the ground. The steel columns for the triple tier from foundation to street floor level were then erected in these pits; the lower length of column weighing as much as 23 tons each and carrying loading up to 1,540 tons per column. The columns being erected, the steel of the concourse floor was then erected and the floor fitted with solid Portland cement concrete from wall to wall. Excavation was then carried down to the train deck. From that floor the main girders on rectangular system between columns were 48 inches deep, flanges 16 inches wide.

The floor had to carry the train loading as well as to be the main strut to carry the external pressures on the external walls. It was, therefore, determined to construct this of excessive mass and strength by putting in a solid slab 36 inches thick of reinforced Portland cement concrete, burying columns and girders in one continuous mass. The enormous external pressure may be appreciated from the fact that during excavation from the concourse to the train floor and while waiting for steel girders to be delivered, the entire wall along Church Street bowed in 10 inches without crack or apparent injury.

After the track floor construction was complete excavation was carried down to the bottom. The bottom of the railroad's transformer sub-station No. 3 was excavated down into bedrock. The entire balance of area of basement had all quicksand removed to hardpan or rock and the area backfilled with boiler cinders and thoroughly sub-drained to the sump where automatic ejectors are installed. Since construction, it is found that the entire drainage through the walls and into the foundations is insignificant and negligible. To construct this basement it was necessary to build the coffer dam continuous, but at the same time the approaches under Cortlandt Street and Fulton Street were also being sunk in caissons connected end to end with removable steel end walls used only for sinking purposes, and these approaches involve 33 caissons having a total cubic capacity of 25,000 cubic yards. These being sunk to final grade, sealed, roofed, and in every way made secure, the trainways through the main coffer dam walls were blasted out. This was a most difficult job, executed while the office buildings were fully occupied. The trainways represented 120 feet of regular railroad tunnel. The total quantities involved in work below the street level, as illustrating the magnitude of the undertaking, were as follows:

- 238,000 Cubic yards excavation;
- 80,000 Cubic yards excavation in caissons;
- 11,000 Cubic yards concrete in caissons;
- 6,000 Tons structural steel.

In the basement of the buildings is the following equipment:
Electric transformer sub-station transforming current generated in Jersey City power house, transmitted at 11,000 volts A. C. to current at 625 volts D. C. for railroad operation, and 240 volts D. C. for the power and lighting of the buildings;

A complete school of instruction for railroad employees, fitted with a full-size car and signal equipment;

Club, reading and dressing rooms for employees;

Suction and forced draft fans for tunnel ventilation, and also similar machinery for ventilation of the basement and the buildings;

Absorption ice-making plant (Carbondale type) for clubs, restaurants and markets;

1,500 H. P. boiler power plant (Babcock & Wilcox);

Isolated generating plant for operating entire buildings;

Storage battery plant;

Hydraulic pumps for all baggage elevators;

Extensive baggage rooms and space for handling and storage of baggage or freight;

Coal bunkers, capacity 1,500 tons, constructed of reinforced concrete.

In addition to the local passenger business of the Hudson and Manhattan Railroad, it is obvious from the foregoing descriptions that the railroad is also laid out to be the distributing terminal for the steam trunk lines terminating in New Jersey. This is anticipated in the fact that the company is now constructing a physical connection to the tracks of the Pennsylvania Railroad so that its electric trains can be run over the tracks of the Pennsylvania Railroad from the suburban district in New Jersey into the tunnels of the Hudson and Manhattan Railroad either to the Church Street Terminal or ultimately uptown to Forty-second Street, Grand Central Station. Further than this, a connection is anticipated for the future from the Erie Railroad direct to Church Street terminal. It is, therefore, necessary that the baggage of passengers to and from the steam railroad connections must be handled at Church Street Terminal as well as at the uptown terminal.

The baggage proposition in connection with Church Street Terminal involved quite serious difficulties owing to the fact that the track layout of the terminal necessitated island platforms between tracks, as heretofore described. In the operation

of the railroad it was perfectly feasible to arrange to handle the baggage car at either the front or rear of the trains, but this could not be arranged uniformly owing to the fact that in handling baggage from the Lackawanna and Erie Stations the baggage car should be on the rear of the train, while from the Pennsylvania Station it should of necessity be at the front. During the busy hours of the day any baggage must be handled in solid baggage trains, whether in one or more cars, such train occupying unit places in the tunnels the same as the regular passenger trains, as any delay in handling baggage must on no account delay the movement of passenger trains, but at other hours of the day it is quite feasible to attach a baggage car to one end or the other of a regular passenger train. In this case the baggage car might come to Church Street Terminal at either the rear or head of a train, and provision had to be made for access to all tracks served by platforms, as it cannot be foretold to which platform it will be necessary to run the baggage car. To obtain promptness in the handling of baggage it is essential that no baggage should be handled in bulk on the tunnel trains. To meet these conditions it was first necessary to design a flat baggage car with simply a roof and fitted with stalls, and also to design a baggage truck with very small wheels on to which trunks and other baggage can be loaded in the baggage rooms, wheeled into the baggage cars, and on arrival of the baggage cars at destination the baggage trucks loaded with baggage are to be wheeled from the cars on to the platform. This operation may be executed very quickly, thus permitting the train to proceed.

The operation of these baggage trucks or the handling of baggage in bulk on the concourse floor of Church Street Terminal would have introduced a condition which would have been very detrimental to the use of the concourse floor and would have obstructed very seriously the movement of passengers. The only alternative was to take all baggage as soon as delivered at the Dey Street entrance to the terminal by chute down to a baggage room on the concourse floor immediately adjacent to the ticket offices of the steam railroads, and on the purchase of a railroad ticket by a passenger his baggage can then be readily and conveniently checked to destination. This is also applicable to the checking of hand baggage brought to the station by passengers. In the case of baggage checked from the residence or hotel through to destination the baggage does not go to the concourse floor at all but is handled by baggage elevators to the basement floor below the track level, and the same elevators by stopping at the baggage room at the concourse level also handle the baggage from this baggage room to the basement. For this service there have been equipped two very large baggage elevators having a lifting capacity of 13,000 pounds. These elevators are the Otis plunger type with a ram 12½ inches in diameter, and the lift from the basement level to the concourse level is 35 feet 6 inches. The platform of these elevators is 15 feet 8 inches by 8 feet 3 inches each. These elevators also serve to handle freight and supplies needed for the engine rooms on the basement floor. This arrangement brings all baggage into the very large area in the basement reserved for baggage at Church Street Terminal. At that point it can be assorted for destination, or if necessary, stored, as there is a very large area available for the purpose.

For the subsequent handling of this baggage there are four elevators of the Otis plunger type, the floor area of each averaging 12 by 6 feet; these elevators are equipped with rams 9½ by 12½ inches in diameter, and have a lift of 23 feet; capacity of the elevators is 8,000 to 13,000 pounds. One of these elevators is installed at each end of the loading platforms, and the main Dey Street baggage elevators serve the No. 6 platform by a door opening onto that platform direct. The means is therefore provided for getting baggage on to each or any one of the platforms serving the five separate tracks at either end.

At the present time the baggage service has not been inaugurated, as the agreements with the steam railroads for the handling of baggage have not yet become effective, but all provisions for the service have been made in the design and construction.

The development and use for railroad purposes of the space below street level only allowed of the full treatment above the surface of almost the entire area. This very great area

permitted the design of office buildings on strictly economical lines which would be noteworthy and handsome, if for no other reason, on account of their enormous mass and simplicity.

There are two of these buildings, 22 stories in height above the street, the combined cubical contents of which is approximately 15,000,000 cubic feet. Both of these superstructures were so designed as to have easy access from the elevator halls to the concourse floor below.

The Sixth Avenue elevated station at Cortlandt Street connects with the corridors on the third floor of the building on Cortlandt Street, and the twin buildings are connected by a bridge on this floor crossing Dey Street.

There are thirty-nine (39) high-speed 1 to 1 traction elevators, twenty-two (22) of which are express elevators running to the twenty-second floor, and seventeen (17) local elevators running to the eleventh floor. Three of the elevators run down to the concourse floor, but are not at present used except in cases of emergency.

The rentable area of the buildings is approximately 815,000 square feet, exclusive of the valuable rental space on the entire concourse floor.

In order to construct these buildings enormous quantities of materials were required; there are approximately 17,000,000 bricks above the surface of the ground, and in the substructure and superstructure combined there are 27,000 tons of steel.

There are four entrances to the railroad station, or concourse floor. The approaches on Cortlandt Street and on Fulton Street are by means of ramps, and the two on Dey Street by means of stairways.

These approaches are very simple in design, and all around are arranged with shop windows.

At the ends of these approaches are four large clock panels designed by Mr. Carl Bitter.

Steel and glass marquises cover the entire width of the sidewalk over all entrances.

The floors of the ramps are of cement mixed with carborundum, so as to avoid slipping. The stairways are of blue-stone.

All renting spaces are designed on a strictly commercial basis, and the entire station, including the concourse floor and the railroad platforms, are built so as to be as nearly sanitary as possible.

The floor of the concourse is of white terrazzo, with colored mosaic bands, and all walls and columns have a white glazed terra-cotta wainscoting with sanitary base and decorative cap of the same material.

The walls above the wainscoting are of hard plaster; all angles are coved or round, and the entire plaster work is painted with enamel paint.

On the concourse floor every convenience of the modern terminal station is provided for the public, and every effort has been made to make it attractive.

This floor is approximately 430 feet long by 185 feet wide, and of this space aisles which approximate a total of 100 feet in width are given up to the public, with ticket booths arranged at convenient points, giving an unobstructed view of the whole length of the floor.

On this floor, in addition to the ticket offices of the Hudson & Manhattan Railroad Company, are the ticket offices of the Pennsylvania, Erie and Lehigh Valley railroads.

There are ample waiting rooms with first-class toilet accommodations.

Baggage and parcel rooms, barber shops, bootblacks, telephone and telegraph booths, and shops at which nearly everything that the commuter requires may be purchased.

This combination of a railroad terminal and an office building above presented problems which would not arise in the case of either proposition if handled by itself. The most serious of these is the arrangement of the columns so that, as far as possible, they would allow of a proper architectural treatment of the buildings and still maintain the right of way of the tracks in the substructure. This was accomplished in the main body of the plot, but at the Cortlandt and Fulton Street ends, where the tracks converge to run down the streets, it was found necessary to have the building columns rest on girders, which were carried by columns extending through the track floor,

which columns were located so as to leave proper clearance for the tracks. The distributing girders were placed at the concourse floor level and are made up of three single girders, each 72 inches deep and with a flange width of 10 inches, and as these girders when set up were very wide, and it being almost impossible to design proper caps for the columns which supported them, mill slabs of steel were used; these were in some cases 6 inches thick.

Another point which had to be taken care of was the multitude of pipes and wires which were necessary to connect the building above the track and concourse floors with the power and heating plants, which were located below these floors, particularly bearing in mind that the passage through the track floor must not by any connections obstruct more than possible the space occupied on platforms. This was accomplished by connecting up groups of pipes or wires into a system of piping which for convenience were termed sub-mains, which sub-mains were in turn connected to the mains in the basement by means of large vertical risers termed sub-main feeders. By this means the amount of room required for piping and wire shafts was reduced to a minimum, and as these are usually placed near columns the size of the finish around columns was reduced quite materially, and thereby unnecessary obstruction of the track platforms was avoided.

These sub-mains were placed near the concourse ceiling, and to make proper finish for the concourse a hung ceiling was erected under same, with trapdoors for easy access to the control valves.

The entire lighting of the buildings and substructure is by means of high efficiency lamps and specially designed fixtures.

The location of these twin buildings in conjunction with the railroad station terminal has created a new center of population where previously only a small community was gathered. The present aggregation of persons transacting their daily work under these roofs is 8,000, and with the complete rental of all space will amount to approximately 10,000.

The property was purchased in the early part of 1906, and some few buildings standing thereon were razed at that time. It was not, however, until May 1, 1906, that the bulk of the properties were turned over to the railroad company. The company, by its own engineers, carried out all work of construction of the railroad station, approaches, foundations and substructure below street level. The caisson and foundation work had advanced so that on May 12, 1907, the first grillage and column were set in the permanent structure, and on April 4, 1908, the company moved into its offices in the completed building. The completion of tunnel approaches, tunnels and terminal station, however, took considerably longer, the railroad going into operation July 19, 1909.

The design and construction of tunnels, station and substructure were by Jacobs & Davies, engineers of the company, while the entire design of the buildings and treatment and decoration of the station was by Clinton & Russell, architects. George A. Fuller Company was the contractor for the buildings.

FORTY-THIRD ANNUAL CONVENTION AMERICAN INSTITUTE OF ARCHITECTS

(SECOND DAY'S PROCEEDINGS)

The debate on the report of the committee on President's report.

On motion, duly seconded, the recommendations of the committee were taken up, item by item.

MR. POND: I wish, Mr. President, to move the adoption of the recommendation with regard to raising of the initiation fees, as recommended by the Board of Directors, namely, amend section 1, article 5: "The initiation fee of all incoming members, excepting honorary and corresponding members, shall be \$25." Amend section 2 of article 5 as follows: "Annual dues—"

MR. DAY (Interrupting): I rise to a point of order. The order of business of the amendment to the by-laws is to be acted on first in the afternoon session to-day, and, while it is perfectly competent to act upon this matter now, we cannot do so without formally changing the program.

PRESIDENT: Mr. Day's point of order is well taken. That recommendation of the Board then goes over into the afternoon session, and I will ask Mr. Allan B. Pond to bring that recommendation of his committee before the convention in the afternoon session.

MR. ALLAN B. POND: The other matter taken up was a resolution with regard to referring to the Board a suggestion of a change of the name of associates and the clearing up of the distinction between honorary and corresponding members.

PRESIDENT: That is also an amendment.

MR. POND: Not at all. The Board suggests that this action be taken, and the committee approves the action of the Board and offers the resolution that the Board do take such action, to be presented at the coming convention. The resolution is in the hands of the Secretary in the form of our report.

MR. DAY: I have a copy of the resolution here, Mr. Chairman, "That the Board of Directors be, and they are hereby, instructed to present for the consideration of the next convention such amendments to the Constitution and By-Laws as will assign to associate members a more satisfactory name, and will establish a more reasonable distinction between honorary and corresponding members."

MR. ALLAN B. POND: If it is in order, I move this resolution.

CHAIRMAN: It is in order.

The motion was duly seconded, put and carried.

PRESIDENT: We will now proceed to the next order of business, which is the report of the committee on the President's address.

MR. MAURAN (Reading): "Resolved, That the Convention instructs the Board of Directors to take such steps as may seem to it proper and effective, looking to the establishment by the Government of a permanent, expert management of its architectural, monumental and decorative projects."

The adoption of the resolution was seconded, put and carried unanimously.

MR. MAURAN (Reading): "Resolved, That this Convention instruct the Board of Directors to enlarge the number, as well as the scope, of the Committee on Competitions to provide for the approval of programmes by committee members in the various chapters or sections of the country, with full power to act."

MR. DAY: As this matter is directly cognate to a similar matter which this Convention has already referred to two other committees, whose reports we will presumably have this afternoon, and as it would seem impertinent to open the discussion on the entire subject as based on certain details contained in this resolution, I therefore move that the consideration of this resolution be deferred until the cognate resolutions are presented.

The motion was put and carried.

MR. MAURAN: Under the fourth reading—that is, the Schedule of Charges—we present this resolution: "Resolved, That this Convention instructs the Board of Directors to call the attentions of Chapters to those of the Constitution and By-Laws which require that the Constitution and By-Laws and Chapters shall be consistent with those of the national body, and to take such action as will unify the Schedule of Charges of all Chapters with that of our federal organization."

MR. CARRERE: I move its adoption.

MR. MORRIS (Interrupting): I rise to a point of information as to the import of the word "unify"—whether that means to make it identical or be consistent with. It is used there in both senses, and I desire that information?

MR. MAURAN: The idea of that committee was that they should be identical; if they were to have Chapter Schedules as well as Institute Schedules, they should not conflict. In other words—

MR. CARRERE: That they should not conflict or be identical, which is different all together.

MR. MAURAN: Unification would indicate that they were consistent, and the committee, I think, feels with me that they should be identical, and that they should be as it states in the resolution, identical.

MR. COOK: Mr. President and gentlemen, I realize entirely

the intention of this resolution, which would be a very desirable intention and perfectly possible of realization if the conditions in the different communities, in the different Chapters which make up this Institute, were, as it is proposed to make the schedule, identical. I do not believe that is the case. I believe that as far as any Schedule of Charges is concerned, in as much as this is a federated body, a body made up of Chapters of architectural communities in the same way that the United States is made up of different States with different laws, that it is neither practical nor desirable that the more favored communities should force upon the less favored communities a standard of professional charges which they would consider onerous, and, being only recommendatory, they would not exceptionally, but universally, not live up to them; on the other hand, the less favored communities should not dictate to the more favored communities the charges which, under entirely different conditions, they shall make to their client. I therefore desire to speak in opposition to this recommendation.

MR. MAURAN: The thought which the committee had in framing this resolution, in referring to the Schedule of Charges, and explaining its view of the situation, which Mr. Cook has brought out, it seems to me hardly necessary to call attention to the fact that a Schedule of Charges not mandatory in character is something which should be ideal in its relation to practice. Just as the old schedule became standardized, so the new schedule is coming to be recognized and accepted; and I would say freely I have learned concerning the new schedule in parts of the country where it is impossible at the present time to get 6 per cent.; yet that 6 per cent., just as they used to have the 5 per cent. to try and come up to, is of great value, and I do not think the distinction between the less and more favored parts of the country maintain.

MR. LAFARGE: As supplementary to the remarks that Mr. Cook has made, I should like to call attention to section 4 of the Circular of Advice, on which we have already acted, which says: "That the Schedule of Charges, etc., is recognized as a proper minimum of payment. The locality or the nature of the work, the quality of service to be rendered, the skill of the practitioner or other circumstances frequently, justify a higher charge than that indicated by the schedule." That is to say, we have already recognized the fact that, for various causes, diversity is not only necessary, but desirable, and if we, then, on the other hand, attempt to limit this thing to absolute uniformity, we would deny the action we have already taken.

MR. MAURAN: As the committees see that point, that is a matter of individual practice, and not the concerted action of a Chapter, as it would be no nearer a realization than that all the Chapters throughout the country—

MR. ATTERBURY: I should like to move an amendment to that resolution, and instead of saying "To take such action as will unify the Schedule of Charges of all Chapters with that of our federal organization," let it read, "To take such action as shall make the schedules of all Chapters consistent with the schedules of the Institute."

PRESIDENT: I will have to say that the amendment, having been moved and seconded, it will be necessary now to speak to the amendment.

MR. CARRERE: Mr. LaFarge has stated some points I wish to speak to, and Mr. Mauran's reply is what I want to especially reply to myself. The Schedule of Charges and these instructions which we have just passed upon not only state that it is permissible, but that it is desirable; encourages individual architects, according to their practice, and the locality in which they practice, to make their own personal schedules. We, in New York, have found that there is a great diversity among the schedules enforced in the different offices, and we have taken the ground that we would attempt to unify those private schedules so that, instead of two or three individuals getting together and agreeing on what their personal charges should be, the Chapter as a whole has undertaken to do that, and out of that effort the Chapter has produced a schedule, and practically adopted a Schedule of Charges entirely consistent with the charges of the American Institute of Architects, but which applies to local factors, and which unifies the charges in that locality. I should not wish to have a resolution passed here that would prevent such action on the part

of the Chapter. It seems to me most desirable, and I therefore rise to support Mr. Atterbury's motion.

MR. CRAM: If it is now possible for us, I should like to move an amendment to this effect. With your permission, I am going to ask the chairman of this committee to read once more the resolution, and at the point where I would suggest that a stop be made, that everything else be omitted.

MR. MAURAN (Reading): "That this Convention instructs the Board of Directors to call the attention of Chapters to those provisions of the Constitution and By-Laws which require that the Constitution and By-Laws and Chapters shall be consistent with those of the national body—"

MR. CRAM (Interrupting): I should like to move to amend the amendment that everything following this sentence that has been read by the chairman of the committee on the President's address be stricken out. The result would be that then the Board of Directors is instructed to call the attention of the several Chapters through the provisions of our law and effect that local laws shall not be inconsistent with our federal law; and that, as I take it, sir, is all that we need to do.

PRESIDENT: May I interrupt you long enough to ask him to read the paragraph as proposed to Mr. Cram's amendment to the amendment?

MR. MAURAN: Then the resolution would be simply this: "That this Convention instruct the Board of Directors to call the attention of Chapters to those provisions of the Constitution and By-Laws which require that the Constitution and By-Laws of Chapters shall be consistent with those of the national body." That does not apply to the President's recommendation, however, Mr. Cram. That does not carry out the idea expressed in the President's report; that is to say, he calls attention to the desirability of having no inconsistency.

PRESIDENT: I will have to rule that Mr. Cram's motion is out of order, because it will, if adopted, defeat the intention of the original mover, and, to be fair to the original mover, it is necessary that an amendment to the motion be considered and not an amendment pending to its elimination.

MR. POST: At a recent meeting of the New York Chapter of the Institute, where the Schedules of Charges for the Chapter were under discussion, I urged upon the Chapter as a means of recognizing the schedule prominently, that, if published as a Chapter schedule, it should be published specifically, and so stated in the heading as a schedule supplemental to the schedule of the Chapters of the American Institute of Architects. I believe that our ends would be best accomplished if the Convention should pass the resolution that a schedule of Chapters be published by the different Chapters, that they should be expressly stated to be schedules supplemental to the schedules of Chapters of the American Institute of Architects. By this means, recognizing in the article itself, in the heading of the schedule, the fact that the general schedule existed and was in full force, supplemental to and inconsistent with. I would therefore move that Mr. Mauran be requested to add the words "Supplemental to and not inconsistent with the Schedule of Professional Practice and Minimum Charges of the American Institute of Architects."

MR. POST (Interrupting): I ask Mr. Atterbury to accept. We are debating Mr. Atterbury's amendment to Mr. La Farge's motion. I made no motion.

PRESIDENT: The amendment to the original motion— We are debating Mr. Atterbury's amendment to the original motion. Mr. Post moves, as I understand it, to amend Mr. Atterbury's motion, adding the words "supplemental to and not inconsistent with." Do you accept Mr. Post's amendment to your amendment, Mr. Atterbury?

MR. ATTERBURY: I accept that, except if it reads "consistent with and supplemental to."

MR. WILCOX: I take it that that would mean that a schedule of a Chapter which named a lower rate would be inconsistent with this measure, and I want to say in just that connection, here in the East you have come to the 6 per cent. rate; in the far Northwest we are coming to that, and we will arrive after awhile, I think. The difficulty with us will be this: that if that is published as a rate it will create increased confusion. At present we have arrived at the 5 per cent. rate, as formerly stated; I do not object to the 6 per cent. rate; that is what we will want eventually. We have arrived at the sched-

ule which provides for the 5 per cent. rate, with the graduated increase for work of lower prices. If that is made mandatory upon the Chapters, it prevents them from issuing any schedule which will educate the public into the higher rate. It is difficult to get that into effect at present in the lower communities, and if it is made mandatory it prevents the Chapters from using any rates which would tend to educate the public to higher rates from time to time.

MR. PERKINS: I should like to say for the information of any raising this question that this schedule is not mandatory.

MR. ATTERBURY: In answer to the question raised, it seems to me that until such time as local practitioners and Chapters can get at least a minimum rate of the Institute's schedule, it is questionable whether it is wise to circulate the printed schedule. It occurs to me that the circulation of a Chapter schedule that is under the 6 per cent. rate, while it may possibly help the man who is getting 2 per cent., does infinitely more damage to the profession in general than it would do not to publish any Chapter schedule at all, until such time you can publish one at least equal to the Institute Schedule.

MR. KELLEY: Therefore, Mr. Chairman, under the resolution which Mr. Atterbury has presented, it would be inconsistent, and it seems to me that word "Inconsistent" covers the point which this gentleman, Mr. Wilcox, made.

MR. MAGONIGLE: I would also point out that the schedule of the American Institute of Architects is not mandatory, and therefore it could not be mandatory upon any separate Chapter.

MR. WILCOX: I simply call attention to the point that it is going to create confusion. We have our public educated to the 5 per cent., and we have just about arrived there. Many of us have been getting that and more for work of certain costs. The fact is that the printed schedule is an educative measure, and it familiarizes the public with a certain rate. As I say, the 5 per cent. rate, if this is made to prevent Chapters from charging such a schedule, it prevents them from issuing the thing that is educative to their public, and, eventually, within a few years we will be able to make that raise. At present I think it adds to the confusion of the public rather than to help the situation in our territory.

MR. POST: My suggestion is, that if each Chapter issues a Schedule of Charges, the heading of the schedule should not be blank Chapter of the American Institute of Architects, but Schedule of Charges of the blank chapter, supplemental to the schedule of the American Institute of Architects. I do not care anything about the consistence or inconsistency, because the schedule is not mandatory; but the schedule of the American Institute of Architects, which has obtained recognition in the courts throughout the land, and which is accepted almost everywhere as the ultimate proof of what is proper and right as the compensation of the architect, should not be disturbed by the presence of various other schedules issued by various sub-societies, but that each society should recognize, in the heading of its own schedule, the dominance and existence of the schedule of Chapters of the American Institute of Architects, even if it is not mandatory.

PRESIDENT: I cannot state it from memory, but if Mr. Mauran will read the resolution, Mr. Atterbury's amendment being next in order, Mr. Atterbury will state his amendment, and the stenographer will take them down for reference.

MR. MAURAN: To incorporate the thought expressed by Mr. Atterbury and Mr. Post is very simple, but it will require some—

PRESIDENT: I meant, Mr. Mauran, that you should read the original recommendation of your committee, and then, in order to clearly understand it, Mr. Atterbury should state his amendment, and then Mr. Post should state his amendment to Mr. Atterbury's amendment. Then, we can take that up in series, as they have been unified. Mr. Atterbury is the custodian of that amendment, and that is the only amendment before you. Read the entire original resolution.

MR. MAURAN: "That this Convention instructs the Board of Directors to call the attention of Chapters to those provisions of the Constitution and By-Laws which require that the Constitution and By-Laws of Chapters shall be consistent with those of the national body; and to take such action as will unify the Schedule of Charges of all Chapters with that of the federal organization."

Mr. ATTERBURY: In the last clause, "And will take such action as will render."

PRESIDENT: Do you mean a substitute for last clause?

Mr. ATTERBURY: "Resolved, That this Convention instructs the Board of Directors to call the attention of Chapters to those provisions of the Constitution and By-Laws which require that the Constitution and By-Laws of Chapters shall be consistent with those of the national body, and to take such action as will render, or make, the schedules of Chapters of all Chapters consistent with and supplemental to the Schedule of Charges of our federal organization." It might be simpler to say "Schedule of Charges of the Institute."

PRESIDENT: Then it would read, "Consistent with and supplemental to the Schedule of Charges of the Institute?"

The question was called for.

PRESIDENT: The Board wishes to give every member of the Institute fullest possible chance to discuss this matter.

Mr. SEELER: I would like to inquire in what way or to what extent the duties involve upon the Board of Directors—in what way the Board of Directors can be expected to see that the Chapters issue or take measures to supplement the instructions of this Convention, or to supplement the Constitution and By-Laws, or to supplement the Schedule of Charges? That must be defined or else the Board of Directors surely cannot undertake to see that the Chapters supplement them.

Mr. MAURAN: It would not appear to me that the resolution required that the Board of Directors issue any directions to the Chapters that they issue so-and-so. It is only in the case if they so desire. For instance, in case the New York Chapter, if it appears to be necessary and desirable, to issue a schedule conforming with the needs of that Chapter. Again, in the case of Seattle, which I believe is represented by Mr. Wilcox, it would not be necessary for them to issue any schedule, if they should consider the use of the Institute's schedule sufficient until such time has arrived when it is wise for them to issue a schedule supplemental to the Institute's Schedule of Charges, which shall be on a higher basis.

Mr. WILCOX: I would like to say just a word. Would it be considered an act of insubordination on the part of the Chapter if they supplemented the rate which we stand for out there of 6 per cent., with the expression, "For the time being, it seems best to educate the public to continually higher rates; that we adhere to the former rate for the time being—a year or two, or three or five"? Is that supplemental?

CHAIRMAN: Mr. Barber has the floor, but before Mr. Barber speaks the Chair desires to say that he feels some doubt of the propriety of presiding, and felt it from the moment we started—of presiding over a discussion on the President's address, or upon recommendations made therein, and I, while endeavoring to give the fullest opportunity for expression, and desiring to be entirely fair in the discussion, I hold a special point of view myself, and I do not think it is proper for me to continue to preside. I will therefore ask Mr. Perkins, the President of the Chicago Chapter, if he has expressed himself on this floor in this discussion pro or con? But I ask the question, as I do not know his point of view, and I do not wish to embarrass Mr. Perkins.

At this point Mr. Perkins took the chair.

CHAIRMAN: I will merely repeat what President Gilbert has said, that the question before the house is the amendment offered by Mr. Atterbury, and duly seconded.

Mr. BARBER: In reference to Mr. Wilcox's remarks, it would seem that nothing would be more educational to the public of his locality than to issue and display a schedule which has been generally accepted and adopted by the American Institute of Architects as being the right and proper charge, because, if that same public forces these local architects to take a low rate, they only show them with a reasonable amount of assurance that the architects all over the country are getting what the schedule calls for. It don't seem to me that the education of the public can be accomplished by making a schedule satisfactory to the public and then jumping up as the occasion demands, and therefore, it seems to me, that, in the case of the objection made by Mr. Wilcox, it will be taken care of by not having a Chapter schedule, but by continually keeping before their clients and prospective clients

this Institute schedule, which is the thing that they are trying, and very properly, to live up to. (Applause.)

ALLEN B. POND: I wish to ask whether the difficulty, which is a very real one, that Mr. Wilcox mentioned, cannot be equally well met by procedure of this sort: Let the Chapter put forth the Institute schedule with any additional amendments as they may please, but let the members individually of the Chapter, if they desire to issue individual schedules, get together and agree individually that they will issue the same schedule that the Chapter has been issuing, provided the Chapter has now one. That will accomplish this result: it will leave the Institute schedule regarded as the schedule of the Chapter, and the schedule which the Chapter believes is the right schedule. Individually, they will say, this is the proper minimum of charges. We have found that we cannot quite come to that, although we believe it to be the proper schedule, but I have a personal schedule. Now, if all the members of the Chapter agree on that smaller schedule, they would still hold the other up, and can change their individual schedules as rapidly as possible. Would not that relieve the difficulty?

Mr. MOORE: While the Rhode Island Chapter, Mr. Chairman, has not adopted the new schedule as separate from the regular schedule of the Institute, because many of the members felt that because of the well-known conservatism in Rhode Island it would be impossible to start it, yet, when the new building law of the City of Providence was published last July, we saw to it that the new 6 per cent. schedule was inserted as a whole (applause); since that time we have found that it is not at all difficult to get the 6 per cent. schedule.

Mr. WILCOX: I think that my position possibly has been misunderstood. It is not that we oppose the Institute schedule of 6 per cent., which is highly desirable. The thing is, is this ruling to prevent the Chapter issuing the schedule of lower rates for certain work? Now, we are getting 6 per cent., and more than 6 per cent.—even as much as 10 and 15 per cent. on different classes of work this 6 per cent. makes a new situation. If we publish that, possibly the public will come in on us and create confusion, and we are now going back on what we have already accomplished in that direction, and the thing is, is the Chapter to be prevented—will it be an act of insubordination to publish a schedule with this qualification?

CHAIRMAN: The Chair will here state that the real answer to Mr. Wilcox's question is in the discretion of the Board of Directors, presumably after the Convention has acted upon this question. It appears to the Chair that in answering the last natural and legitimate question of Mr. Wilcox's that we are diverting somewhat from the discussion of Mr. Atterbury's motion. The Chair will be corrected if that is in error, but Mr. Atterbury's motion, inserting the words "Supplemental and Consistent" the Acting Chairman rules to be the question before the house.

Mr. MORRIS: In view of the resignation of the Chair by the President, it seems to me that it would be for the benefit of the Convention if President Gilbert were to express his views on this matter. I would request that Mr. Gilbert speak.

CHAIRMAN: There is a request from Mr. Morris that Mr. Gilbert express his views. Unless objection is heard, the Acting Chairman will call upon Mr. Gilbert.

Mr. GILBERT: In answer to the request, I would say that the views which I hold are pretty well expressed in my annual address. I am in some sense at a loss to further express myself upon the subject. I feel, however, personally that it would be unwise for the Chapters—and this is but a repetition of what I have said in the address—to have individual schedules; that it is very undesirable. I feel it unwise for the Chapters to have any individual schedules. (Applause.) I feel that it is entirely proper for a member of the Institute to have his own schedule, provided it is consistent with that of the Institute—that every member of the Institute may have his own schedule if he wishes. It may be doubtful as to whether it is the best policy, but it is entirely competent that every member have his own schedule, provided it is consistent with the schedule of the Institute. That may seem like an inconsistency; it is not at all; it is a question of dealing with public impression. The public constantly confuses Chapters with the Institute; the newspapers do it all the time. There

is no Chapter action that does not convey to the public the impression, however strongly you state it in the headlines, unless you go into a lengthy explanation of it, that it is the action of the American Institute of Architects. You can put in all the words you choose about "Supplemental to," but you cannot change that public impression; and that is what we are dealing with. I believe that if any member of the Institute desires to avail himself of the expressed provision in our Schedule of Charges that he consider this as absolutely minimum basis, and if he wishes to raise his rates on the general proposition, or on any item, that it is proper that he should do so; and there is nothing inconsistent in the schedule with that position. There is nothing inconsistent in this committee's report with that provision. But, as a question of public policy of the Institute as a whole, as a national organization, dealing with public bodies all over the country, who look at these things casually and act definitely, I say it is impolitic—not in the ugly sense of the word "impolitic," but in the wise sense of the word—it is impolitic for each Chapter to have a schedule or for any Chapter to have a schedule, because it confuses the public mind, and, in so far as it does confuse it, it weakens the original document of the Institute and makes it of less force and effect in the courts and elsewhere. (Applause.) Those, therefore, are my principal reasons, and I hope they will prevail. You may find other reasons, and I will state but one of them. Suppose a Chapter has its own schedule of rates, relating to interior decoration—furniture, equipment, tapestry, curtains, and any other old thing that we do not deal with as a definite proposition—just consider that a moment—a Chapter with a schedule with its own rates. Well, that Chapter, if it chooses, can within its own body make mandatory rates as to its own members, and there is nothing in our Constitution that forbids its doing so. Suppose that a member of the Institute, a member of that Chapter and of other Chapters, and there are such—I am a member myself of more than one Chapter, and yet I do not argue for my own personal benefit in any sense whatever—suppose that a member of another Chapter, or of that Chapter, chooses to adopt for the benefit of himself and his clients the Institute schedule, which is not specific on that point, and assuming that he adopts the rate on the separate items lower than the Chapter's mandatory rates, or the Chapter's rate as established and is in competition with some other member, thereby taking the work at a lower rate, that member of that Chapter can be disciplined by that Chapter, and under the Institute's organization, if a man is dismissed from the Chapter, he thereby automatically ceases to be a member of the Institute itself, although he has abided absolutely by the schedule of the American Institute of Architects as adopted after years of discussion in its national body. (Applause.) I stand for this: That when we have had committees discussing these questions carefully; that whenever we have a difference of opinion, and we have many differences and they are honest and wise, and all that—that if there is a real difference of opinion, unless there is an overwhelming majority in favor of it, I should let matters stand and go slow. I should not try to go too fast; it is not progress if we go too fast and have to step back all the time. The Institute's schedule is new; it is less than one year since we put it into effect. Are we going to destroy its effectiveness by twenty-nine Chapters issuing twenty-nine schedules, or one Chapter issuing one other schedule? I submit the question for your consideration. I am definitely opposed to Chapters issuing any schedule at all. (Applause.)

Mr. COOK: Mr. President, after all the applause that has greeted the words that our President has spoken, it is not a grateful task for me to rise and speak on the other side, but I am very much indeed a partisan of what we call in politics home rule. I believe that it is right and proper that each Chapter, provided it does not underbid the Institute, so to manage its own affairs; and I have regretted to find the word "mandatory" used by our President, inasmuch, as far as I have present knowledge, there is no such thing as a mandatory schedule anywhere, and only desire to say that in New York and many other places there have been a very large number of individual schedules—the only thing which it is desirable to do, if it be found practicable, and that must be ab-

solutely in the discretion of every community and of every Chapter—and what each Chapter may consider to be the just and reasonable demand which we may make upon the public, are better served by a series of individual encyclopedias of Chapters, or whether they are best served by an encyclopedia of charges in no case mandatory, which is proposed by a unit, and not by an individual. As far as the question of confusion in the press or in any of the bodies mentioned on the subject, it seems to me that will be amply answered, as Mr. Post has said, by citing the Institute's schedule in regard to every community, that schedule stating specifically that under certain circumstances higher charges are justifiable and proper, and simply and concisely designing, in the opinion of that community, is the proper interpretation of that clause, to what extent they believe that in their own case certain charges are justifiable and proper, and it does not seem to me that we are gaining anything by assuming before the public a unity of conditions which does not exist.

Mr. STURGIS: Speaking to the amendment, the Seattle Chapter is practically asking the Convention if it is willing to indorse the issuance of a schedule which is below the Institute's schedules. I ask for the question.

Mr. HOWARD: As a member of one rather distant Chapter of the Institute, I want to speak in corroboration of the statements made by our President a few moments ago, which seemed to me admirable. What our President has said in regard to our Schedules of Charges brings home to my memory certain anomalies, very undesirable anomalies, which exist, while inherent in the present organization of the Institute—the difficulty of making local publics understand the relations—the very peculiar relations which exist between the Chapters and the Institute as a whole—is very great, if not impossible. I have rather given up the task of attempting to bring a realization of that peculiar state of things to the attention of persons with regard to certain principles which we all stand for as members of the Institution at large. They say so-and-so practices on an entirely different basis. I say, "Very likely, but he is not a member of the Institute; you know he is not a fellow of the Institute." "Why, yes he is a member of the San Francisco Chapter. He is so-and-so." I reply, "Very well, he is a member of the Chapter, but he is not a member of the Institute. You must recognize there is a difference." But they do not recognize it; they cannot recognize it, and the fact there is absolutely a great inconsistency there in our organization which must be rooted out before we really are in a way of accomplishing what are our professional ends. How that eradication can be brought about is another question. I do not pretend to know, but I feel very positive the course of procedure in the Institute, the development of the influence throughout the country, and the bringing it to a full recognition by the public at large must be in the direction of eradicating those anomalies.

I am speaking contrary to Mr. Atterbury's amendment, and I am speaking to the point which was raised or commented upon by the President. I merely mentioned those things as an illustration of what we actually have in hand. The anomaly which is before us now is the possibility of different Chapters issuing the schedules which are either consistent or inconsistent with, but different from, the schedule of the Institute at large. I think that the essential of this matter is that the Institute schedule should be the only one which is issued as an Institute schedule or as a Chapter schedule. Individual members might print their own individual schedules, perhaps. I leave that as an open point from my point of view, but the Institute schedule, as the sense of the central body, is of inestimable benefit to the practitioner in the remotest parts of the country, and anything which tends to break down the integrity of your schedule militates against the interests of the profession and of the public. (Applause.)

Mr. DAY: What I am about to say leads to a resolution which will be in order. (Laughter.) In sitting here and trying not to be a partisan in this matter, and calmly analyzing the debate that is going on, I presume that while we think we are dealing with other fundamental things, we are not really doing so.

The question is ultimately that of the relation of the Insti-

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WE have taken previous occasion to commend as a whole, the circular of advice relative to principles of professional practice and canons of ethics submitted to the recent A. I. A. convention by the Board of Directors, but it may not be amiss to direct attention specifically to a certain paragraph of this able document. We have in mind paragraph seven which we believe it would profit architects to consider with unusual care. It states as follows: "As the architect decides whether or not the intent of his plans and specifications is properly carried out, he should take special care to see that these drawings and specifications are complete and accurate and he should never call upon the contractor to make good oversight or errors in them, nor attempt to shirk responsibility by indefinite clauses in the contract or specification."

SINCE it is seldom a body of men convenes and drafts recommendations covering conditions that do not exist, it seems fair to assume that abuses of the character suggested by the above paragraph are not uncommon. As a matter of fact, we have known of more than one contractor who has explained his unusual success in securing several successive contracts from the same firm of architects, not on the ground of his superior workmanship or the expedition with which his contracts were executed, but by the fact that he invariably "took care" of the architects' errors and omissions, a course which he found was much appreciated by the architects. Obviously no argument is possible in defense of such an attitude on the part of an architect, and yet there undoubtedly does exist a very strong temptation to accept the offer of an obliging contractor to supply gratis some item inadvertently omitted from the specification, rather than to request an owner to approve an order for the

necessary extra. Only a little reflection is needed to appreciate the unpleasant position in which an architect is liable to find himself after the acceptance of such a favor from the builder. The wise and safe course to pursue under any and all circumstances involving additional expense on the part of the contractor is clearly indicated in the paragraph above quoted and we commend it for careful perusal. It is not always pleasant to have attention thus called to our shortcomings, but otherwise there appears to be liability of their continuance or even growth, and any tendency toward indefiniteness or incompleteness of specification or plan, depending upon an obliging contractor to supply or cover up deficiencies, cannot be too strongly condemned. Such practice is either a confession of incompetence or an evidence of carelessness which amounts to a reckless disregard of the client's interests.

IT has now been a matter of many years since the first bill was introduced in Congress, and during these years many more have followed and various other measures have been taken, all looking toward obtaining an appropriation sufficient for the erection of buildings to house United States ministers stationed in the larger capitals of Europe. Up to the present time no tangible results have attended these efforts, and to-day this country does not own the building sheltering one of her foreign ministers or ambassadors. During the last session of Congress two bills were introduced providing for the purchase of the buildings housing the United States embassies in foreign countries. One called for an appropriation of \$400,000 for the purchase of a chateau in Paris, and the other provided for the expenditure of some millions for buildings in various other cities of the world. Both bills were lost, which was not, perhaps, unfortunate, as it appears doubtful whether entirely suitable buildings in desirable locations could be obtained.

AMERICAN citizens traveling or sojourning in various countries have realized for years the architectural shortcomings of the buildings occupied by United States representatives. Their national pride has doubtless suffered when they have been forced to make comparisons between these buildings and those occupied by representatives of other nations; and when it was further realized that this country did not even own the inferior structures occupied, they could not escape the feeling that the impression of this country, inevitably gained by the citizens of other countries who had practically no means of judging us except by our representatives and the manner in which they lived and were supported by this government, is bound to be far from accurate. We trust that an agitation which is only just beginning to be felt outside of the State Department will gain force, and result at an early day in buildings in all the principal capitals of the world commensurate with the size, wealth and importance of the United States. Nothing short of new buildings, of adequate size and appointments, embodying in their designs the best in architecture of which this nation is capable, would seem to answer the requirements of either national pride or ordinary business sense.

(Continued from page 42)

tute and its Chapters—what power the Institute has over its Chapters. We here assume ourselves to be a legislative body. We have no Supreme Court. The questions that we are considering to-day are of a nature which would need interpretation by the Supreme Court, and a convention of the Institute has to supply the relation of Supreme Court for the Institute. Suppose we were to do as certain gentlemen here appear to wish to do, and it may be wise action, namely: To forbid our Chapters from issuing a schedule supplemental to and consistent with the Institute schedule. We do not know now whether it is within our power to issue such an order; and on the question whether we can forbid a Chapter to issue a schedule higher than the Institute schedule we may have to think twice; but we are on the edge of a very much larger subject, and one, I feel sure, we cannot clear up to-day. Therefore, I move that the resolution that Mr. Mauran has read be referred to the Board of Directors, with instructions to fully consider the relations between the Institute and its Chapters, and to take such action as may appear necessary to the Board, whether that be proposing amendments to the Constitution and By-Laws or otherwise, as the Board may see fit. And I make this motion with more certainty, because members of the Board have recently been saying it is time now that we should get down to these fundamental things and consider this whole affair of the relation of the Institute and its Chapters. That, I think, cannot be wisely done here to-day. Therefore I offer my motion.

MR. ATTERBURY: I think that there was a motion before the house. I will say I was prepared to accept the amendment or substitute motion made by Mr. Day. I would like to call attention, right along the lines of Mr. Day's remarks, to the fact that the inconsistencies which would develop by reason of a Chapter's publication of any schedule whatsoever supplemental to the Institute's schedule exists, *ipso facto*, in the schedule which we have published, in the fact that we say in that that there shall be the possibility and the probability of higher rates on certain items. It is not in the operation, therefore, of any such motion as it stands before the house, before amendments by Mr. Day, but in the previous action of our Institute in promulgating a schedule permitting and providing for inconsistencies throughout the country; in other words, it does come down to a fundamental proposition, and comes right back to the original schedule of the Institute, which provides that in certain cases, and under certain conditions, higher rates can be charged. That means that inconsistent rates can be charged. In other words, the question comes down to a fundamental one, and I heartily agree with Mr. Day in referring this whole matter to the Board of Directors for consideration, because it deals with the organization of the parent body and its fundamental relations with the Chapter.

MR. CARRERE: I want to arise in support of Mr. Day's motion. I think that the discussion which has developed here shows very clearly the difference of opinion, or apparent difference of opinion, that must be considered carefully and at length, and I hope that the whole matter will be referred to the Board for its consideration and action, and that no action will be taken at this convention on a matter about which we seem to differ so greatly at the present time.

MR. SEELER: May I ask whether this refers to every possible relation between the Institute and the Chapters in respect to authority or to the subject in question?

CHAIRMAN: The Chair would rule that it did not; that it is at Mr. Day's motion referred to the question before the house, which is the resolution submitted by Mr. Mauran's committee.

MR. DAY: I intended in my motion, and I think it will be found that the Board was instructed to study the relation of

the Institute to the Chapter, and I think it very important that those rules should be studied broadly and fundamentally.

MR. ELZNER: I want to offer an amendment to Mr. Day's motion, adding the words that in the meantime the Chapters be requested not to issue any individual schedules.

MR. CARRERE: I rise to suggest that some of the Chapters have issued schedules that would place them in most embarrassing conditions, which it does not seem to me that the convention will be justified in doing.

MR. ELZNER: I did not mean to imply that the existing schedules are to be withdrawn, but simply that no further schedules be issued pending this action of the Board.

CHAIRMAN: The amendment is before you, an amendment to Mr. Day's resolution, requesting or suggesting that no further schedules be issued by any Chapter pending the action of the Board of Directors at some future convention. That is the motion before you for amendment.

MR. SEELER: I feel distinctly opposed to such an amendment, inasmuch as it restricts or prevents other Chapters from doing what some Chapters not only have done, but are continuing to do.

MR. DAY: I cannot accept the amendment, because, in the first place, we do not know that we have the right to say this thing to the Chapters—forbids them—and therefore I do not think we ought to go to the length of accepting that.

CHAIRMAN: The amendment can be very readily decided by the convention by a vote.

A DELEGATE: I think the motion was a request, and certainly the Institute has a right to make such a request. It seems obvious that if further schedules are issued in the meanwhile it will only increase the confusion.

The question was called for.

CHAIRMAN: The question is now before you. Those in favor of the amendment offered by Mr. Elzner please say Aye.

MR. STURGIS (Interrupting): Please state the motion.

CHAIRMAN: The motion is to request Chapters to issue no further schedules until the convention and the directors have taken further action on this subject. That is duly seconded, and the question is before you. The motion is lost.

We therefore come back to Mr. Day's resolution, which is before the house. Are you ready for the question?

The question was called for.

CHAIRMAN: The resolution offered by Mr. Day, speaking briefly, is that this and other matters relating to the relations of the Institute and the Chapters be submitted to the Board of Directors for future action. Do I state you correctly, Mr. Day?

MR. DAY: It was that Mr. Mauran's resolution be referred to the Board of Directors for consideration, together with a general consideration of the relation of the Institute and its Chapters; for the Board to take such action in the matter as it may deem wise.

CHAIRMAN: The motion you have heard stated by Mr. Day has been seconded by Mr. Trowbridge. Are you ready for the question?

The question was called for.

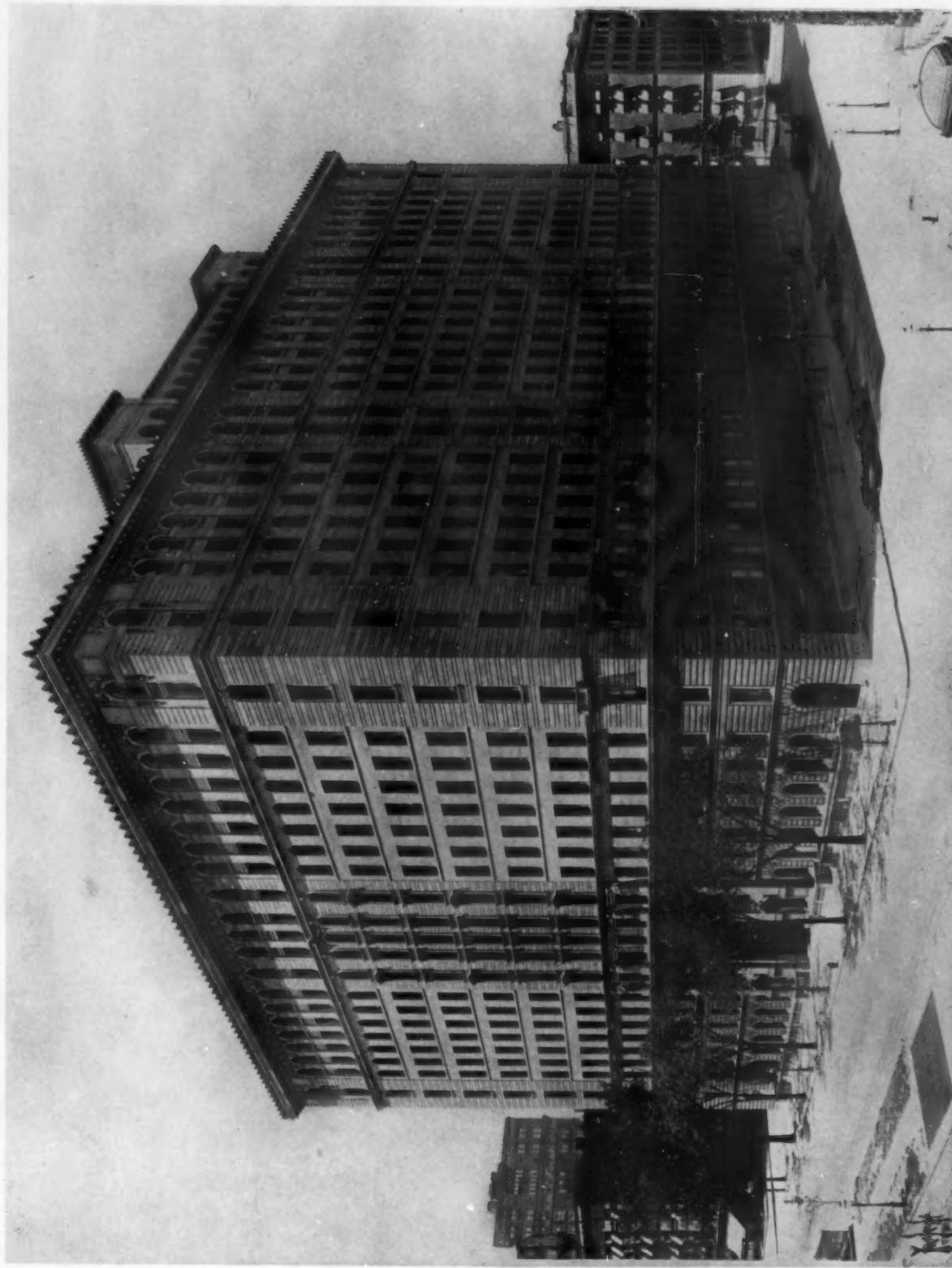
CHAIRMAN: Those in favor of such reference please say Aye; the contrary, No. The Ayes have it.

MR. POST: Before this question is closed, as it is by amendment, I would like to offer a very simple resolution; that if Chapters do issue schedules of charges, they shall be distinctly stated in quotation to be the schedules of Chapters, supplemental to the minimum charges of the Institute.

CHAIRMAN: Mr. Post's motion was seconded by Mr. Trowbridge. It is before you. Are you ready for the question?

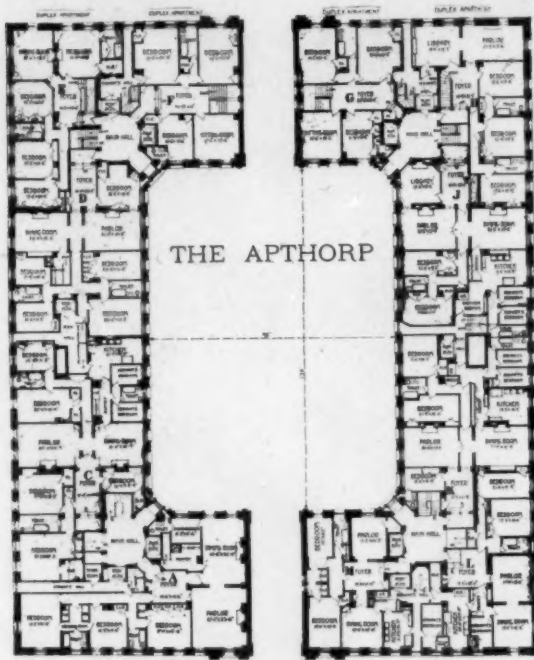
Motion was put and duly carried.

Thereupon at 1:15 o'clock P. M. the convention adjourned to meet this afternoon at 2:15 o'clock P. M.

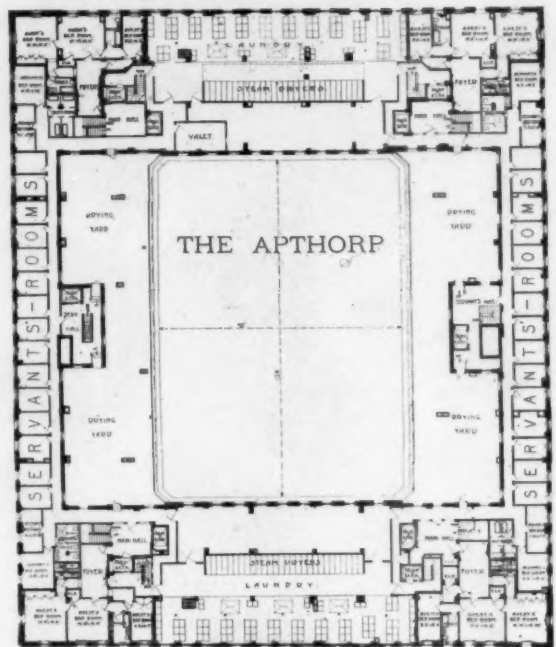


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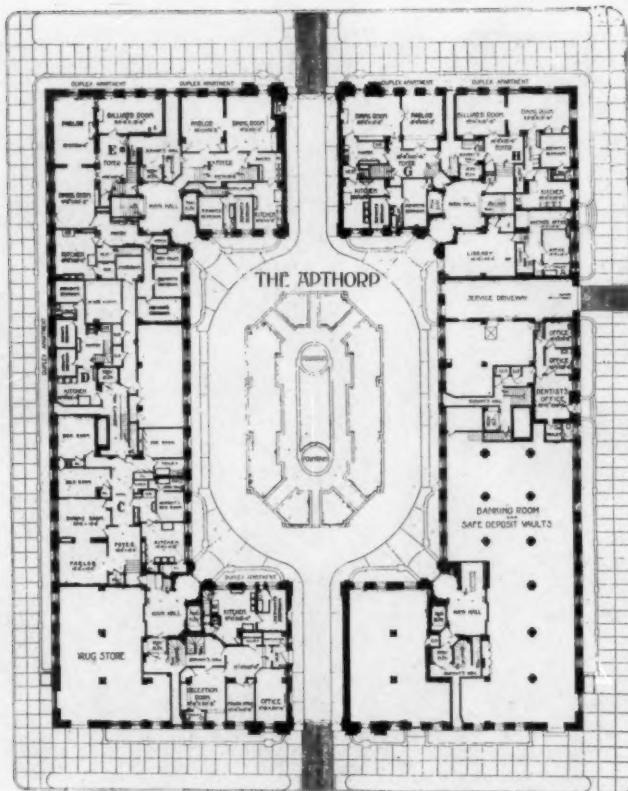
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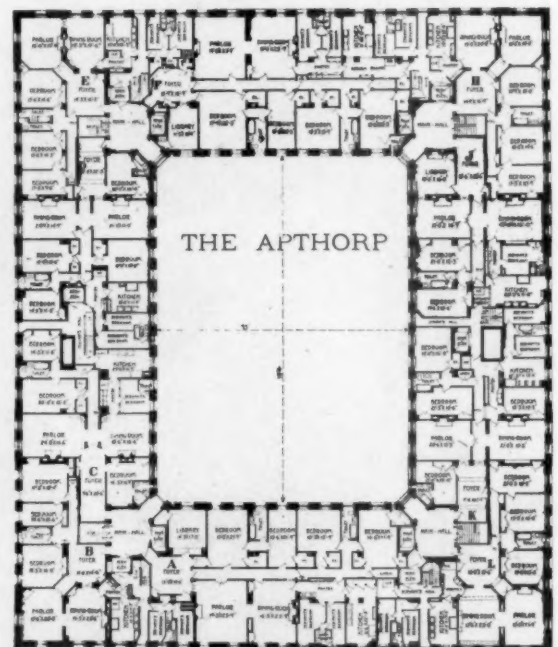
SECOND FLOOR



TWELFTH FLOOR



FIRST FLOOR



FOURTH TO ELEVENTH FLOORS

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DETAIL OF DOORWAY IN COURTYARD



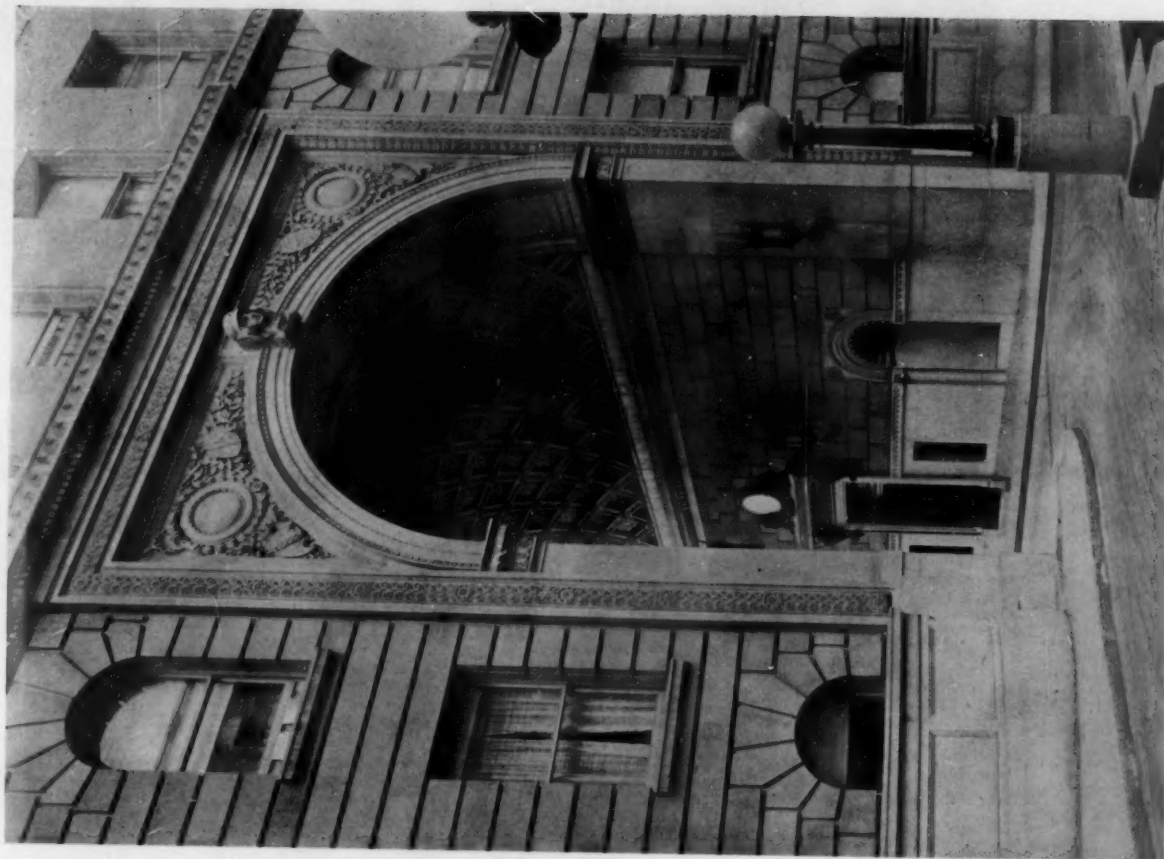
VIEW IN COURTYARD

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COURTYARD ENTRANCE, LOOKING TOWARD COURT
THE APTHORP APARTMENTS
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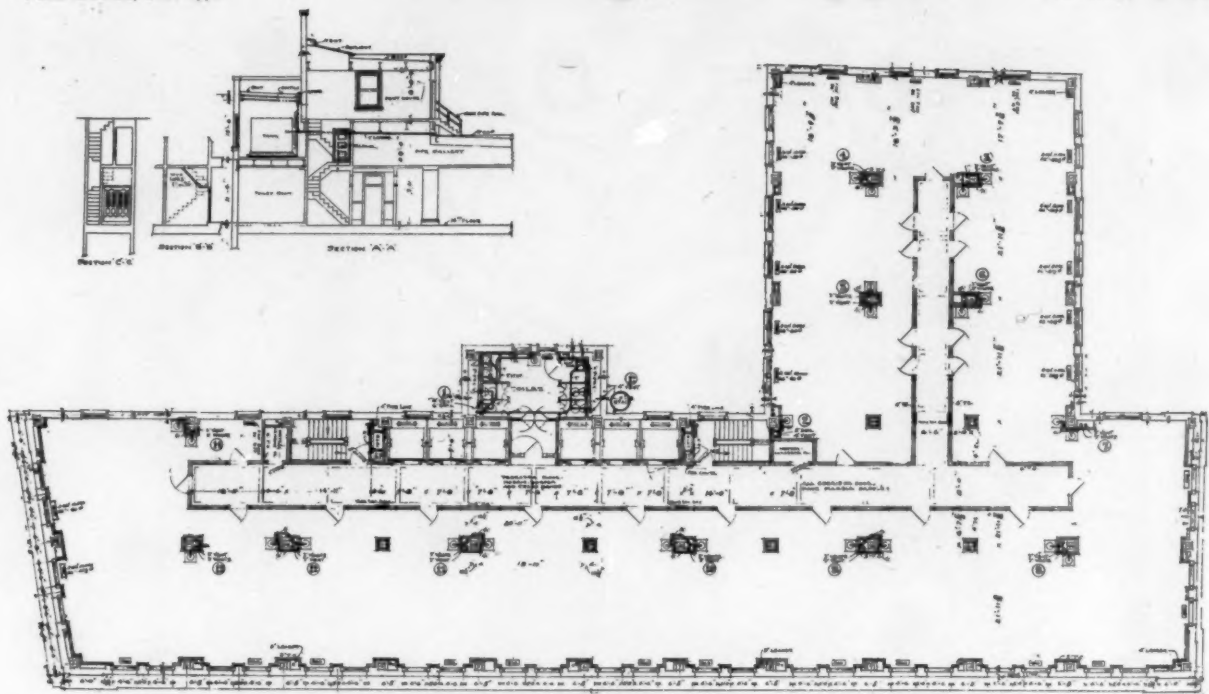
COURTYARD ENTRANCE, LOOKING TOWARD BROADWAY
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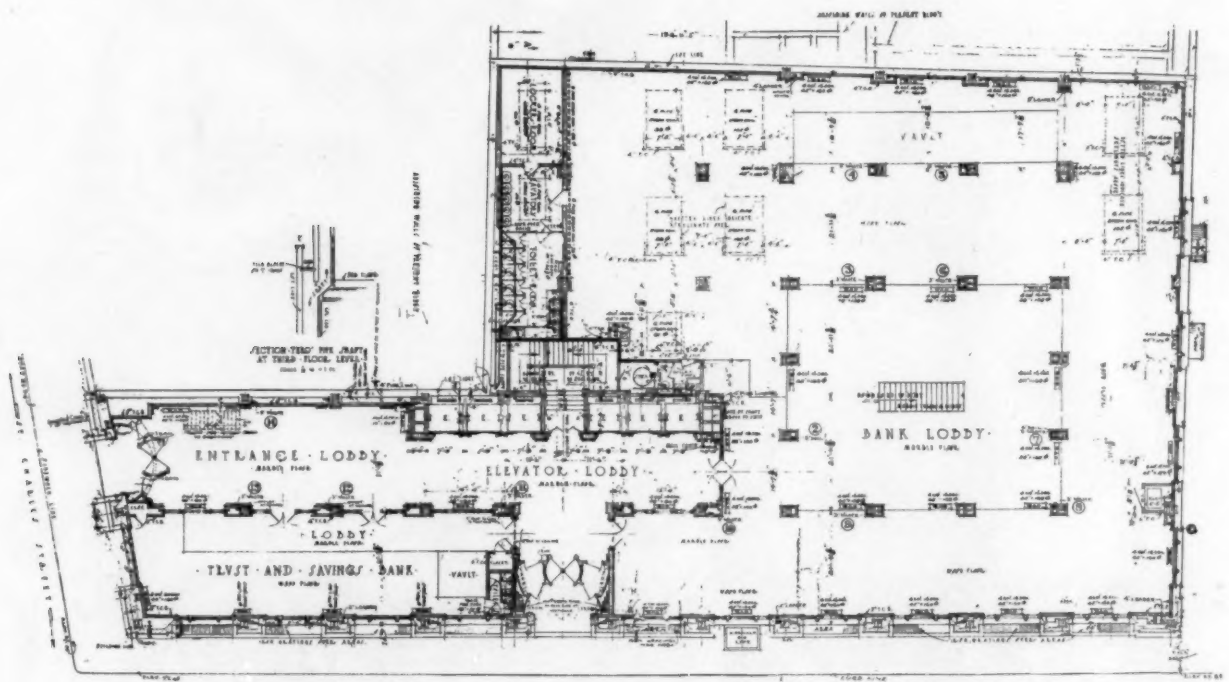
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FIFTH TO ELEVENTH FLOOR PLANS (INCLUSIVE)

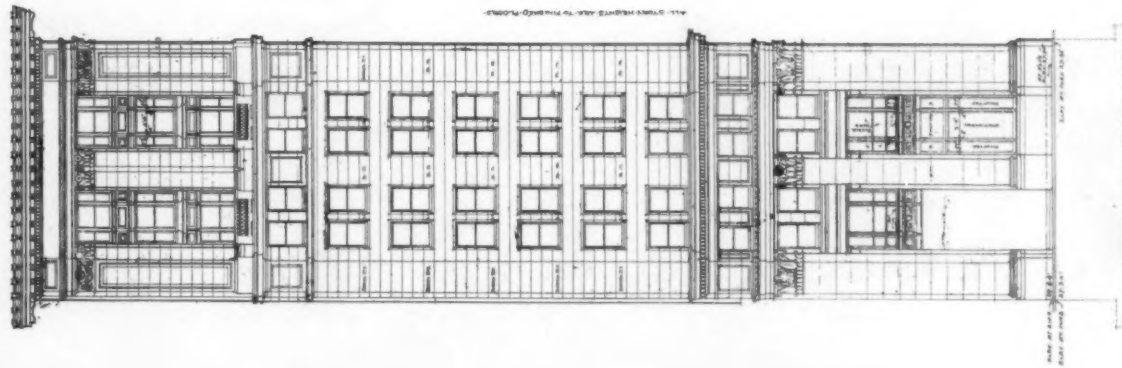


First Floor Plan

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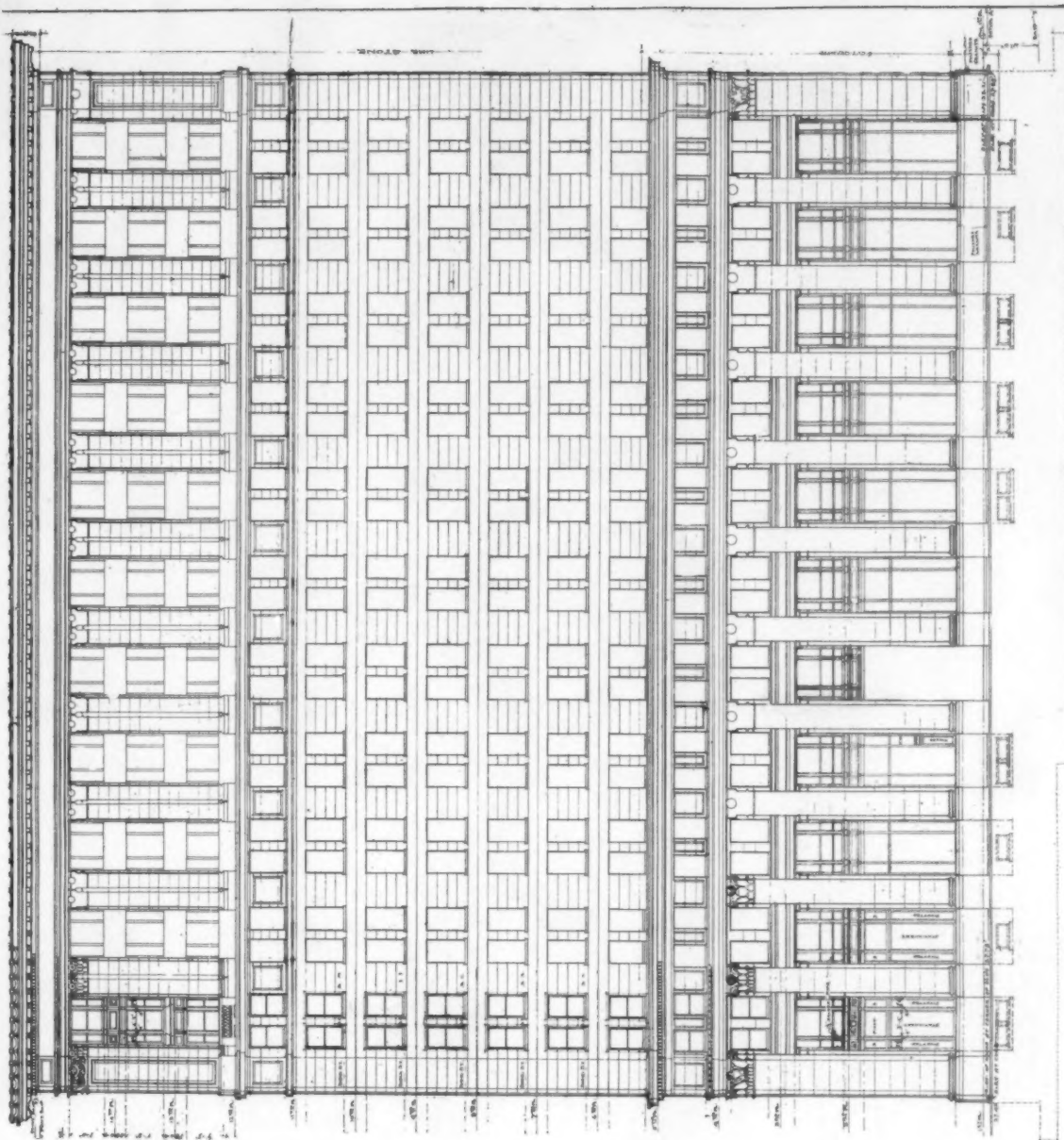
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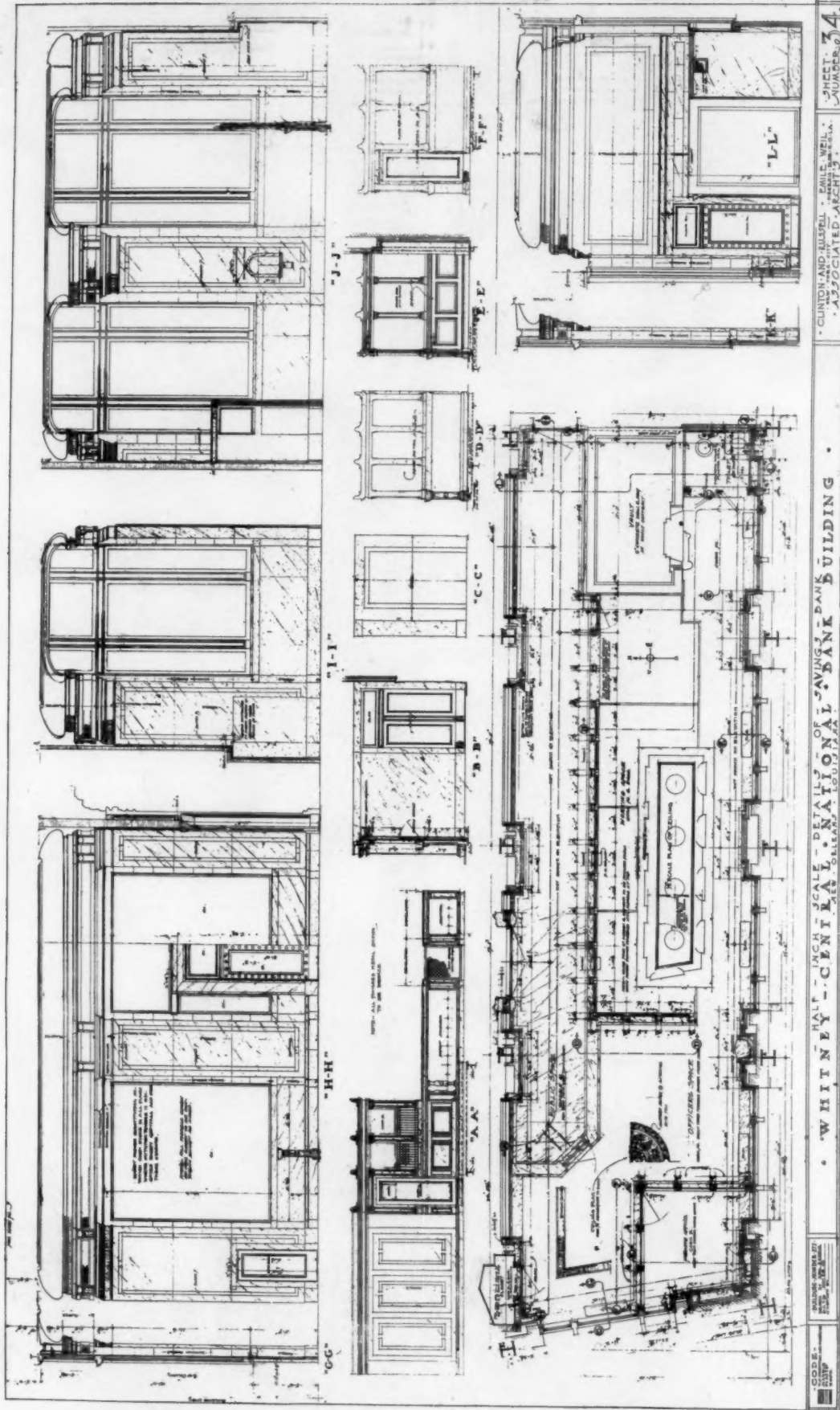
CHARLES J. J. ELEVATION

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GEAVIE J. J. ELEVATION

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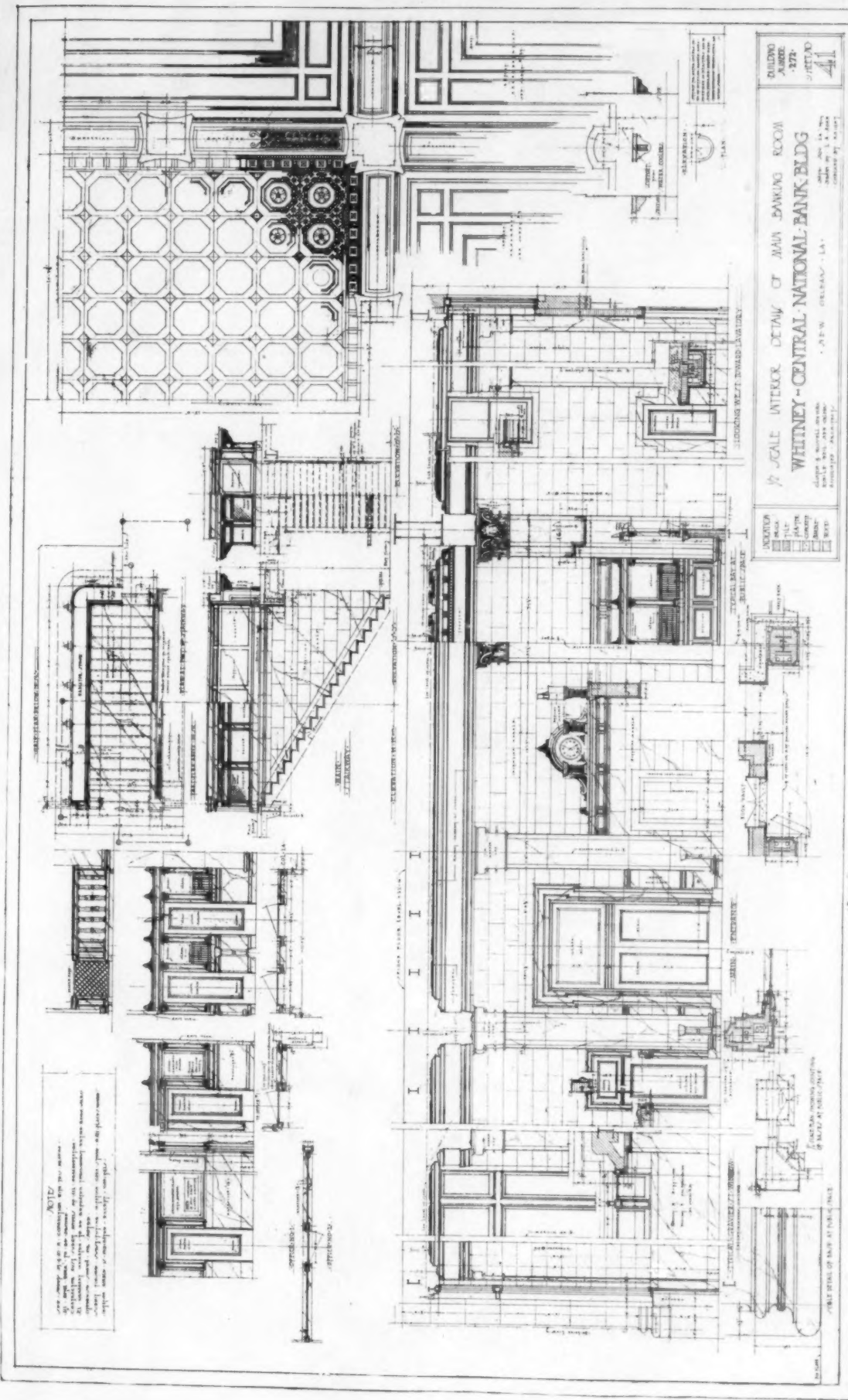
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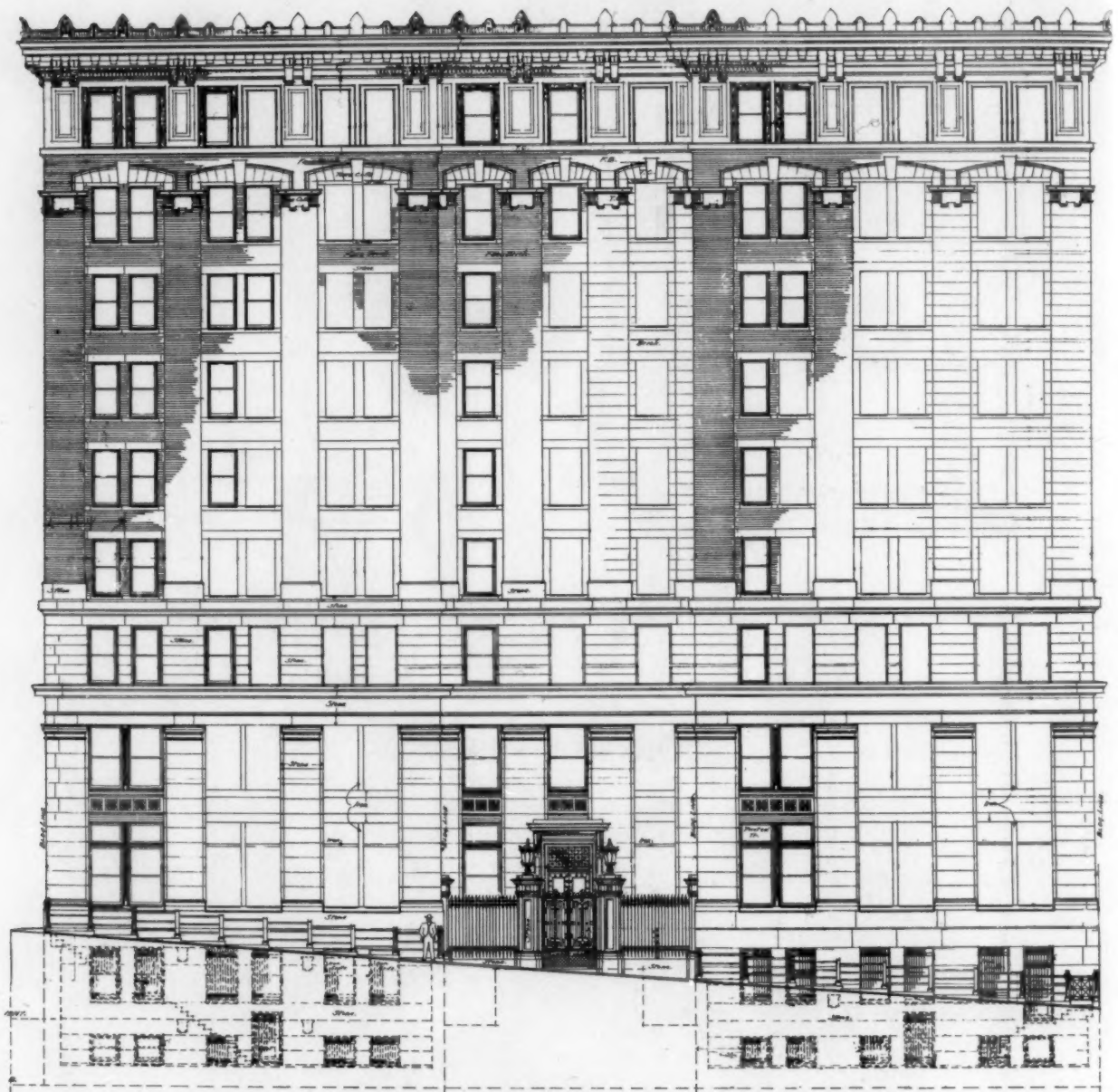
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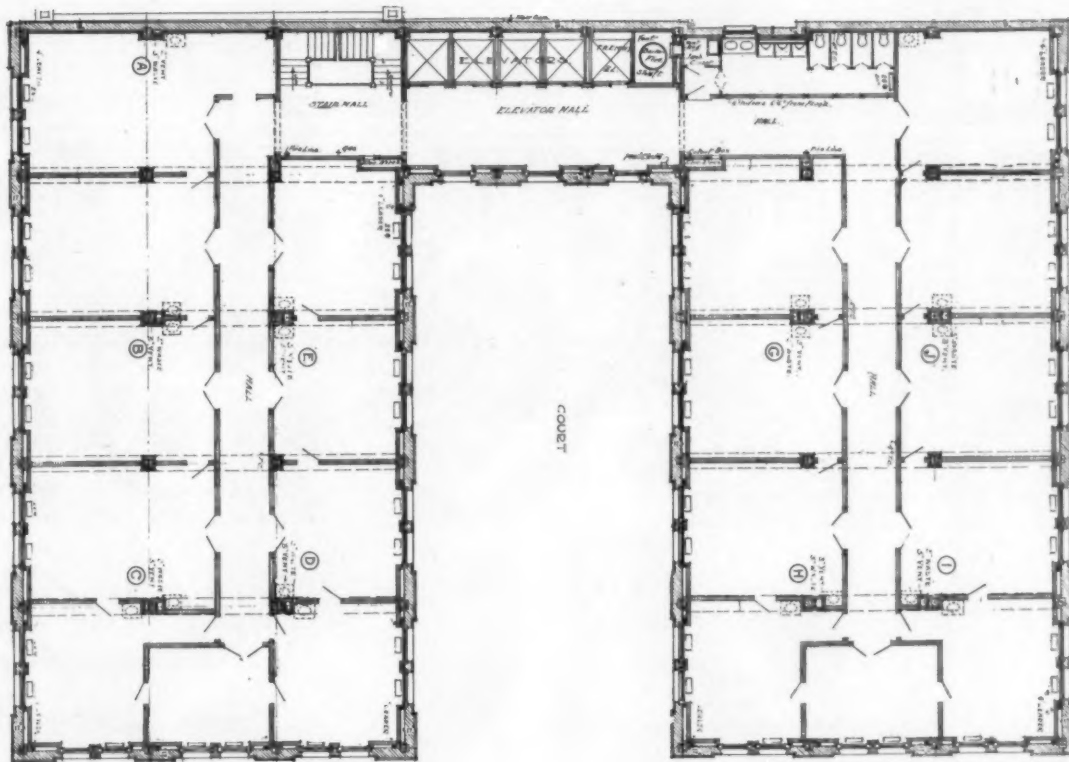
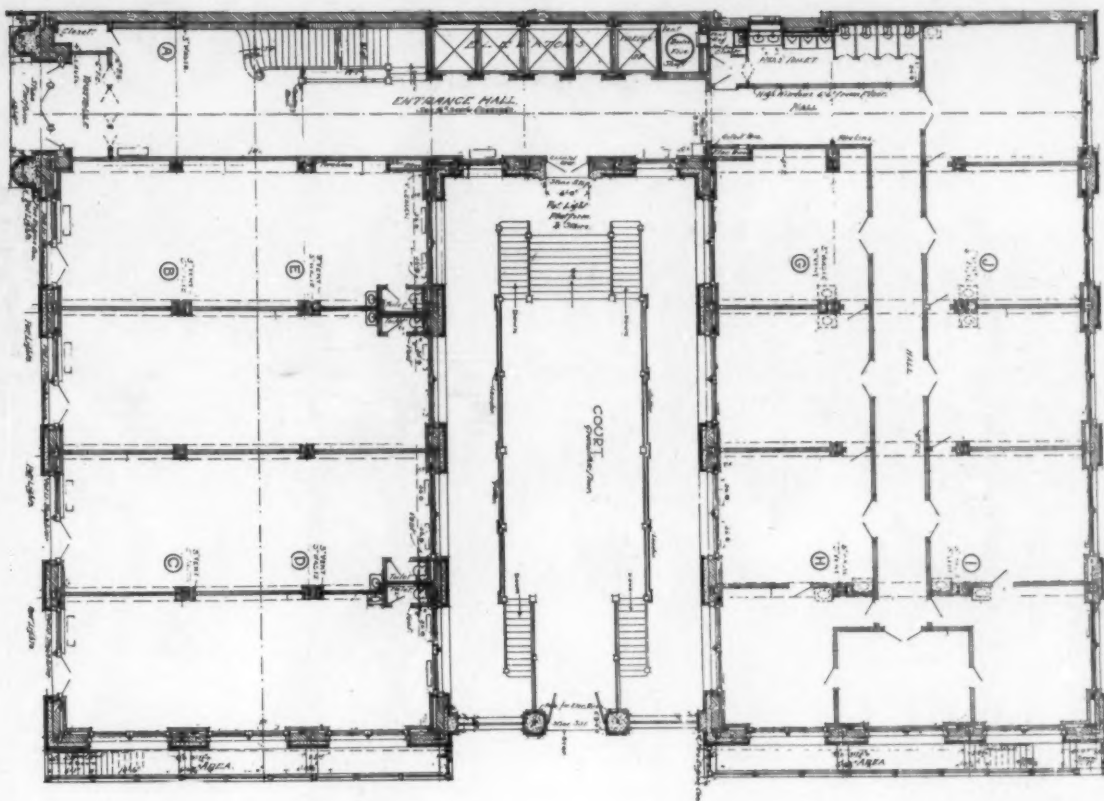


WEST OR NINTH STREET
ELEVATION.

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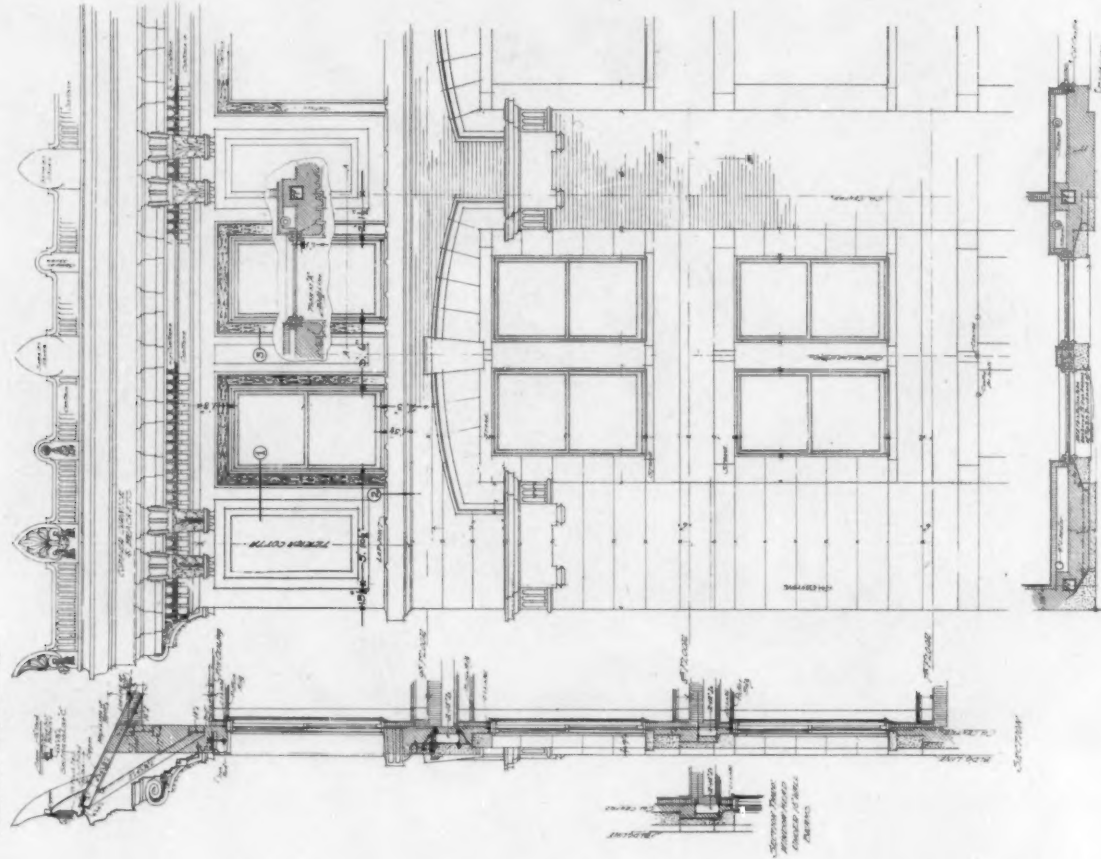
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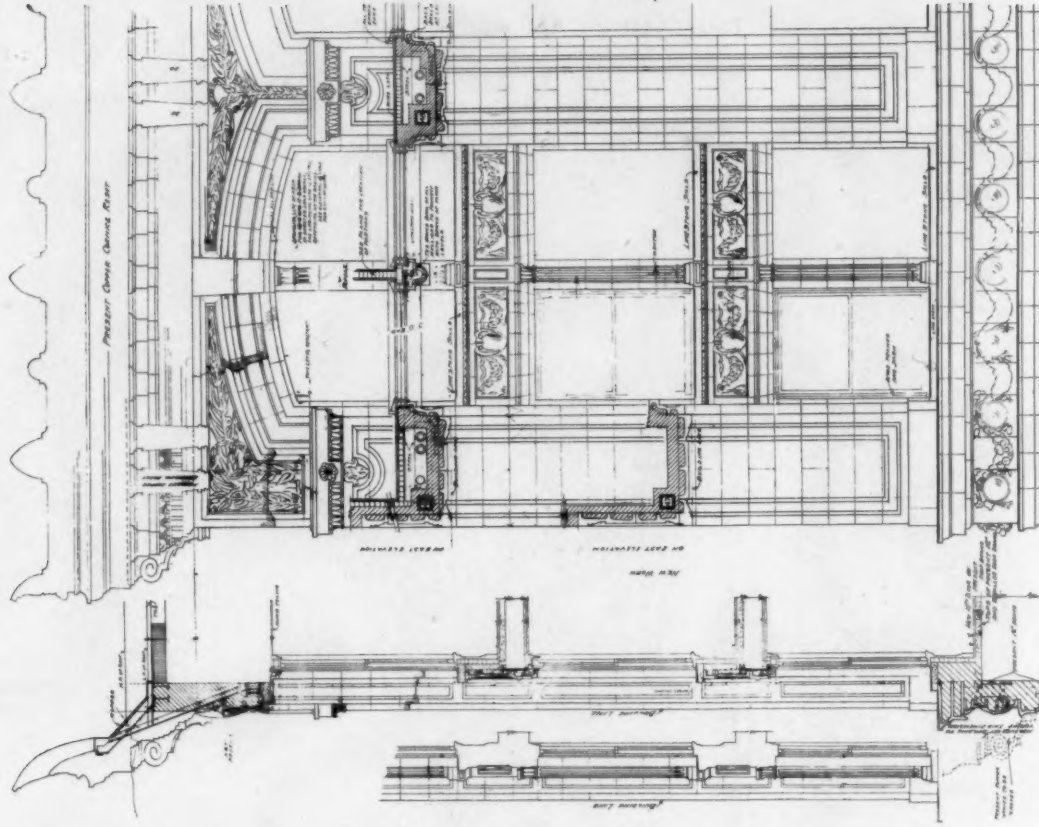


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ELEVATION, SEVENTH, EIGHTH AND NINTH FLOORS
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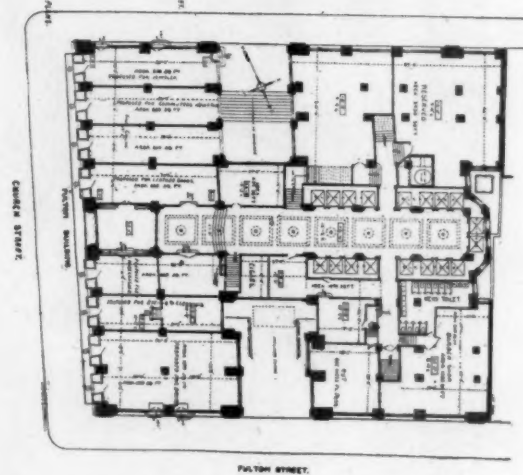
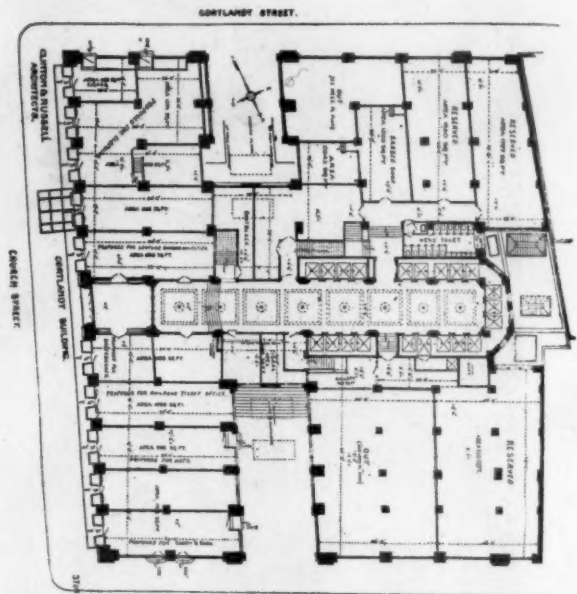
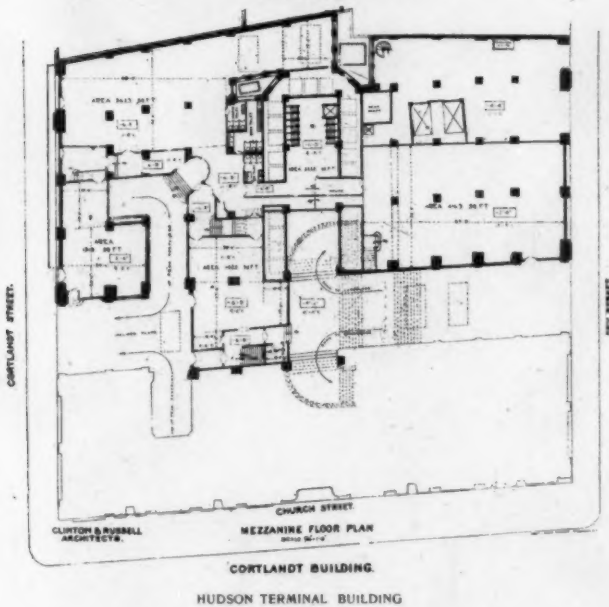
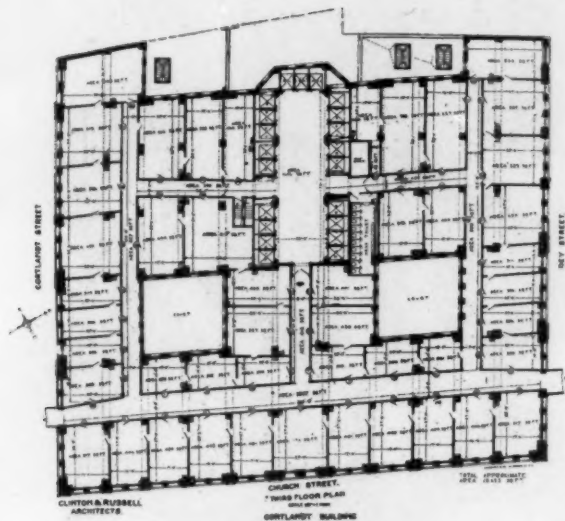
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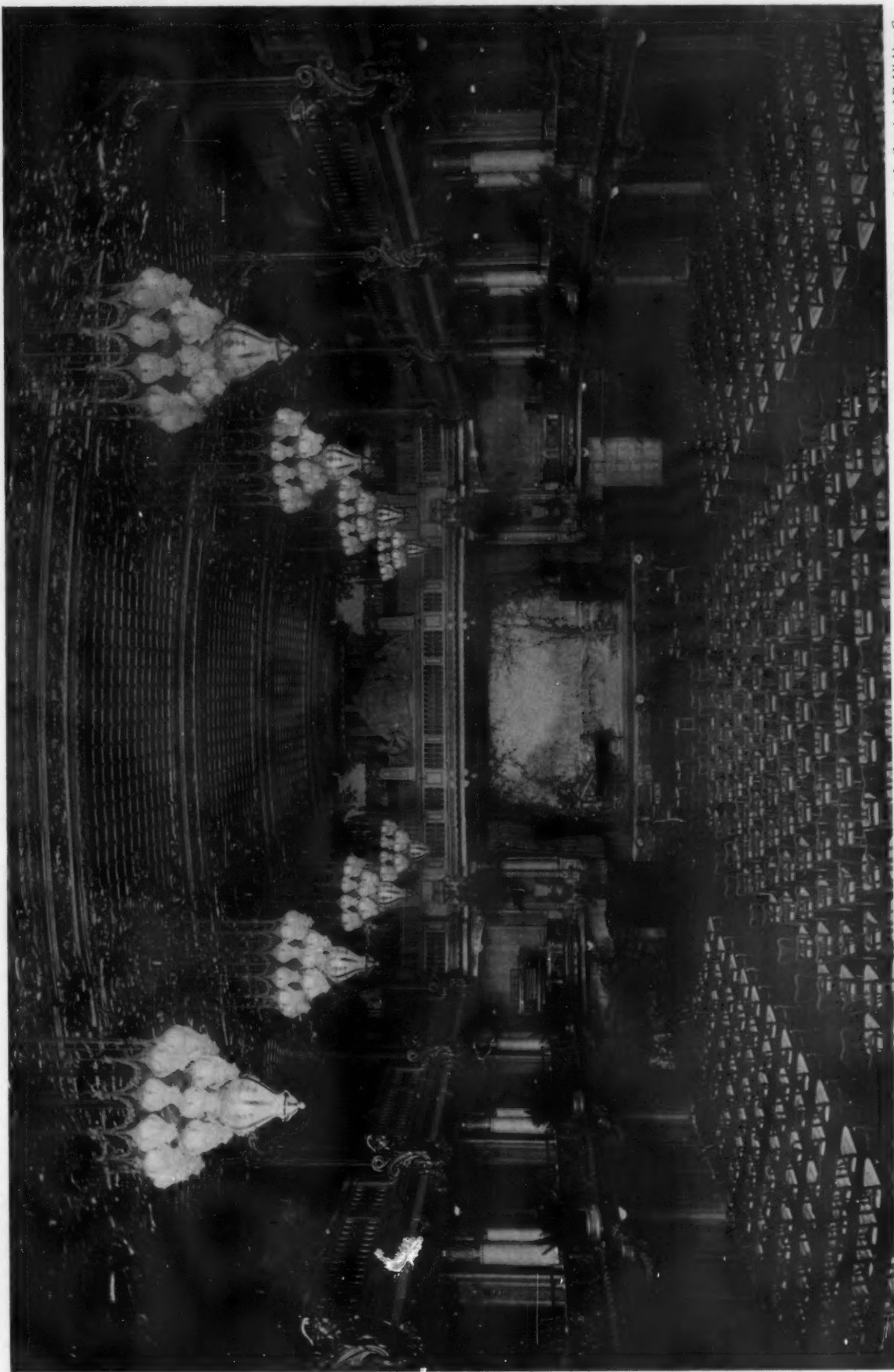
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