

THE AMERICAN ARCHITECT

VOLUME CV

WEDNESDAY, FEBRUARY 25, 1914

NUMBER 1992

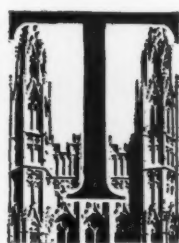


REICHSTAG BUILDING, BERLIN

AMERICAN CITY PLANNING—PART X

By FRANK KOESTER *Consulting Engineer*

CIVIC FINISH



THE appearance of a city and the impression visitors, as well as residents receive, is dependent more than is usually realized, upon the superficial appearance of the streets and upon the minor structures of a permanent or temporary character which are permitted to be placed in them.

The construction of streets, lighting, and other details are properly left to the civic engineer, but the architect should be familiar with the latest practice and exercise a supervisory direction in order to obtain the best effect.

The surfacing of streets should be perfectly smooth and regular and repairs

made at the slightest sign of a break. If the repairs are neglected, the breaks become rapidly larger, with a consequent quickly mounting increase in the cost of making the street good again, while during the time the break exists, the appearance of the street is spoiled and unless the breaks are thoroughly repaired, its appearance is never as satisfactory as before.

As a general rule, the surfacing of American streets is without adequate foundation, and the curvature is too slight, which allows water to remain and evaporate, instead of draining quickly.

One of the greatest defects of American streets, consists in their being defaced by a multitude of minor obstructions, extending from half an inch to one or two

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UNTER DEN LINDEN, BERLIN

inches above the surface, such for example, as the extremely numerous and poorly fitted manhole covers of sewers and electrical cable pits and underground trolley channels, protruding gas and water valve caps and the poor junctures of the street railway rails with the street surfacing. The smooth surface of the street is thus entirely destroyed, the cost of cleaning and flushing increased and danger and interruption to traffic and wear and tear on vehicles greatly augmented.

Sidewalks, like the roadway, should be as smooth as possible, indeed it is even more important. They should be entirely free from obstructions of every character.

Manhole covers in the sidewalk should be exactly flush with the sidewalks at their

edges and should not rise more than half an inch at their centers. They should be entirely free from spikes, rivet heads and sharp corrugations, and if there are corrugations and projecting points, their upper surfaces must not be less than one-third of the total area of the cover.

No open gratings whatsoever should be allowed, either for purposes of lighting or ventilation. This is a regulation that should be enforced against municipal subways as well as against private owners. Its necessity cannot be too strongly urged or emphasized,

because there is a growing tendency to use gratings for the discharge of foul and hot air, dust, odors, etc., into the faces of pedestrians. Neither should such gases and foul air be discharged from openings in the walls of the building, toward the sidewalk. The only proper method of such discharge is through shafts or chimneys to the roof and carried up a suitable height above it.

No steps leading either upward or downward from the sidewalk should be permitted outside the building line, and no railings of any kind should be permitted on the street.

No elevators from basements should be permitted to open on the sidewalks, but should be opened in recesses in the sides of the building.



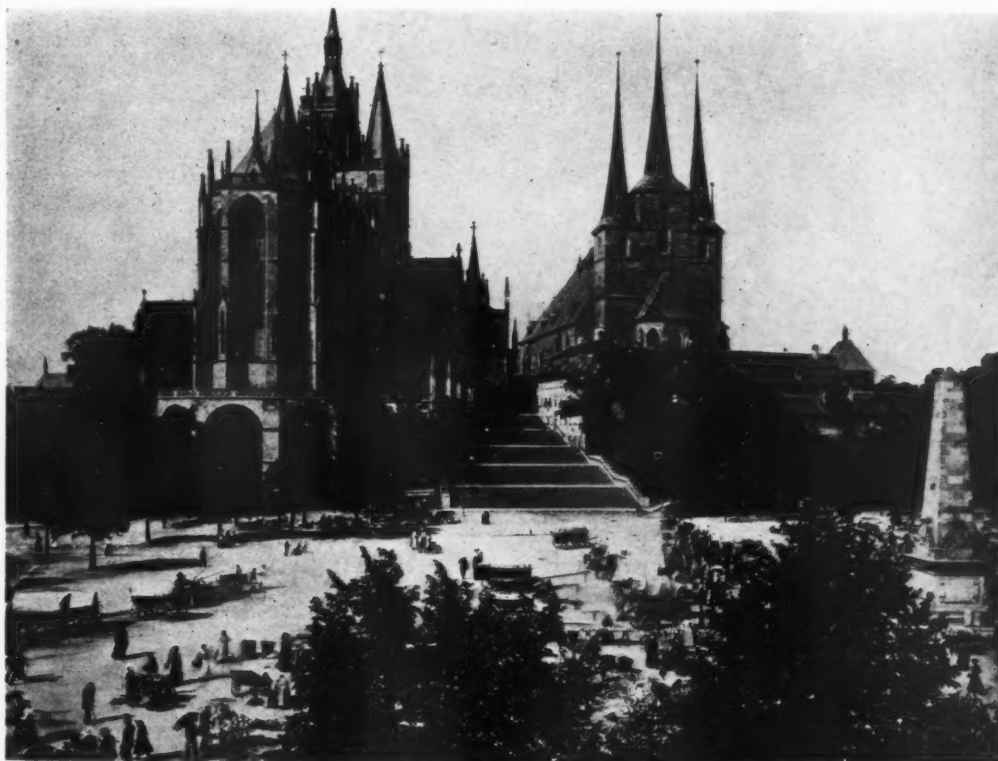
NIGHT ILLUMINATION OF UNTER DEN LINDEN, BERLIN. VIEW FROM THE SOLDIERS' BRIDGE

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The placing of temporary bridging or planking from trucks in the street, across the sidewalk to the building should be prohibited. This is an abuse that is particularly practiced in American cities and pedestrians must constantly take to the streets to get around these wagons. Tenants of such buildings have no legal right to block the streets and it amounts to serious inconvenience and imposition upon the users of the sidewalk. It should be ob-

to obstruct the public highways in such a manner, any more than has the business man. The Government, indeed, sets a bad example and is the more reprehensible. Mail should be loaded and unloaded in courts.

In the construction of new buildings, the use of the sidewalk should be preserved to the public during construction for at least half of its width, and for the remainder, which is occupied by the builders, a rental



SEVERIN'S CATHEDRAL AND OBELISK, ERFURT

viated by constructing recesses in the building into which trucks could be backed for unloading, or by the use of interior wagonways, courts or yards. The sidewalk at the point of entrance of such wagonways should not be depressed at the curb, but removable cast iron or steel gutter plates should be provided to enable the trucks to get in from the street.

The use of streets for loading and unloading mail wagons also proves a serious nuisance. The Government has no right whatsoever, in the conduct of its operations,

should be paid to the city. A further rental should be paid to the city for the storage of building materials in the streets, such as sand, stone, etc., and for the use of the streets for mortar beds and hoisting engines.

When platforms are temporarily required over the sidewalks, they should in no case be higher than three steps or two feet above the sidewalk level, while the rental for the second and third steps should be progressively higher. In large cities, especially, the continual erection of new buildings

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MARTIN GATE, FREIBERG, 1/8

proves a source of inconvenience to the public and renders streets unsightly and dangerous. It is customary to erect a heavy bridge over the sidewalk, along the frontage, and this remains a fixture for from three to six months or more. As soon as it is removed, another appears somewhere in the neighborhood, and a chronic condition of disturbance is the result.

Such temporary structures may, with little expense be made of a decorative nature, instead of being left spots of ugliness. The timbers should be dressed and painted, and corners fitted in a neat manner, the roof made tight and the whole finished with lattice work painted, or some other decorative treatment should be given. Large advertisements should not be permitted, but a small one, stating the name of the architect, the contractor and the name of the building or purpose for which it is to be

occupied, may be permitted. Such a plan of treatment has great advertising value, and disposes the public favorably to the whole undertaking. It is thus a paying proposition.

At the suggestion of the Municipal Art Commission, it is being voluntarily adopted to a considerable extent in New York city. It should, however, be a matter of law as the unsightliness of building operations is a nuisance to the public and a distinct loss to the merchants of the neighborhood. During such operations, certain classes of building materials on storage and in use, and rubbish being removed, should be wetted down to prevent dust.

Space under the sidewalks should not be given over to private uses without payment of rental to the city.

Fire hydrants, especially in prominent streets, if not placed against the building wall, should be sunk below the surface, not only for the sake of the appearance of the street, but to obviate danger of freez-

ing in winter. Covers for such hydrants should be flush with the sidewalk, and properly marked. Objection may be made that in the case of fire, such hydrants would be difficult to find, but this is overcome by signs placed on the buildings, directly over the hydrant, in the form of red letter H, and by other signs intermediate, with arrows pointing both ways, giving the number of feet to the fire hydrant in either direction.

The names of streets should preferably be placed on the corners of buildings, and each of the four corners should have the names of both streets. This is a cheaper and more effective method than the placing of signs on posts, which obstruct the sidewalk and which, owing to the expense, are usually only placed on two of the corners, diagonally. The post method, is, however, at times a necessity.

When electric light posts are placed on

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the corners, a good form of street sign consists of a frame of four sides, carrying the name of the streets, two sides of the frame being parallel and the other two sides converging, the shorter parallel side, about 12 inches long, bearing the name of the main street and facing that street, while the longer of the parallel sides, bearing the same name, is turned toward the sidewalk, and is thus clearly visible to one approaching along the side street. The name of the side street is placed on the two converging sides, the convergence making it therefore more clearly visible from street cars than if placed at right angles. The placing of such signs on lighting posts enables them to be seen readily at night. The combination of a white letter on a blue ground has proven to be the best arrangement of colors.

No temporary stanchions for awnings should be permitted on the sidewalks, or awnings or canopies erected, leading from the building to the curb. If desired for permanent uses on hotels, stores and the like, they should be permanent structures of appropriate design, without advertisements, and carried from the building itself. Marquises for windows should in no case be less than eight feet above the sidewalk.

The question of street lighting is one of especial interest to the architect, since the system of lighting used affects the appearance of the buildings as well as that of the streets.

Experience has proven that the best form of lighting is that in which powerful flaming arcs are placed at some height, being suspended from poles of an ornamental character. This system is far superior to that of clusters of incandescent lamps. These must be placed at a lesser elevation, and are thus objectionable to the eyes; and being nearer together, result in a greater

number of obstructing poles in the street.

Street cleaning, while not ordinarily considered a matter of architectural interest, should, nevertheless, receive the attention of architects. Among the modern systems of especial interest is that in which pits are provided in the sidewalk, with suitably hinged covers, to and from which the garbage holders are lifted, and either emptied into covered garbage wagons or carried away intact, being superseded by new holders.

Safety isles in wide streets where vehicular traffic is heavy, demand proper architectural treatment. They may contain electroliers or lighting poles and advertising columns, the exteriors of which are fitted with switches or transformers of electrical distributing systems, or telephones for police or fire departments.

For purposes of public convenience, new kiosks of an artistic design may be placed



BISMARCK MONUMENT AND CASTLE, KÖNIGSBERG

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in suitable locations. There may also be display advertisements on the new kiosks.

At important focal points are placed small structures for supplying meteorological information. On the outside of these kiosks weather charts and forecasts are displayed, while inside thermometers and barometers with continuous records of their fluctuations are also provided. Time tables of arriving and departing trains and vessels are also shown.

in whatever location or position they will prove of the greatest use to the public.

A question of the greatest importance in city planning, yet one which does not receive the attention that it should have, is the public comfort station. The health of the public is seriously affected by the neglect on the part of cities to erect an adequate number of such structures. Physicians cite numerous diseases and ailments which arise directly out of such neglect.



LUSTGARTEN, FOUNTAINS AND MONUMENT OF FRIEDERICH WILHELM III, BERLIN

An additional feature found in such structures and throughout European cities, of great convenience to the public and one which would prove of even greater convenience to the American public, if placed in similar locations, is the electric clock. Not only are such clocks placed on the meteorological stations, but also every few blocks at convenient locations. Such public clocks are electrically controlled and operated from a central point. They are attached to lighting poles, news and subway kiosks, advertising columns and

Two methods are followed in the architectural treatment of comfort stations, one to place them underground with entrances as inconspicuous as possible, and the other to make them small, monumental structures. Owing to the fact that many of such structures have been very ugly, and also the prejudice against them, the underground comfort station with no surface indication of its presence is growing in favor.

Among the most successful comfort stations, however, from an architectural point

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of view, are some of those in New York, particularly the one adjoining the Public Library on West 42nd Street, at the corner of Bryant Square; the one at the north end of Battery Park and another on Riverside Drive.

In foreign cities, structures of this kind are architecturally much superior to and much more varied than those in America, often being in a rustic style, neat in appearance and not calculated to indicate their use. They are placed on squares, bridge approaches, quays, in blocks and parks and usually surrounded by shrubbery.

Such stations should always be sufficiently numerous. In large cities abroad, an average of one per ten thousand population is found sufficient, but in smaller cities, the ratio should be greater.

To make the municipal stations less objectionable, it would be a good plan, especially in the stations for women, to provide additional facilities, making such stations a public convenience in every sense of the word. In addition to the usual service, telephones, city directories, checking of bundles and dressing room service should be provided. Such stations should be provided with a rest room containing a sanitary reed couch and a lavatory, with soap and towels for sale.

The interior arrangement of comfort stations is a matter depending upon the location, but it is a detail which requires experience for proper determination. In fact the whole construction of the station is often no small problem, and new features are constantly being added which need to be taken into consideration. Enough has been said, however, to indicate the great field for improvement which American cities have before them, and which they cannot too soon undertake to cover.

In large cities, where traffic is heavy, the construction of subsurface or underground streets becomes very necessary. A form of such construction, which may be termed a "metropolitan street," may consist of a complete substreet, having in the middle the tracks of an electric traction rapid transit system and on either side, wagon ways for heavy traffic and delivery wagons beneath which are arranged the water mains, gas pipes and sewers, with chutes from the upper street to serve as means for

depositing snow directly into the sewer, and street sweepings into carts.

Access is had to the basements of buildings directly from the wagon ways, while electric service, light, telephone, gas and pneumatic tubes are carried overhead. The upper street is devoted to local street cars, light traffic and pedestrian traffic.

In streets in which traffic is not heavy enough to demand subsurface streets, it is advisable to construct general service tunnels, carrying the water mains and other pipes at one side and electric cables on the other. The middle may be provided with a narrow gauge track beneath which is the sewer. Chutes for snow and rubbish should also be provided as indicated above.

American cities, as a rule, are not sufficiently appreciative of the necessity and desirability of adequate park systems. They are usually satisfied with a few meager, dust covered squares, scattered in the business section, and certain large acreages in inaccessible locations, principally useful for athletic and picnic parties.

The park system of a city, however, should receive the same care and attention in its design and execution as is given to the civic centers and other portions of the city. It should be laid out in a broad spirit and with liberality and space should not be spared. In the growth of a city, a thousand excuses will be advanced for encroachments on parks and should they be found to be planned on too large a scale it will always be found easy to reduce their size, while increases can never be accomplished except at large expense.

There is, however, small danger of planning parks on too large a scale, and there are few if any instances of cities ever having reduced the sizes of parks, once laid out. At one time there was considerable criticism of the size of Central park in New York which is three and one half miles long and half a mile wide, but to-day even the proposal to erect in it a building of the most artistic character, is vigorously opposed and public opinion would not countenance the slightest reduction in its area.

The park system of a city should be laid out in a systematic manner and should consist of parks of varying sizes and design each more or less particularly adapted to a

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certain purpose. In a general way, parks should increase in size with the increase in their distance from the business center, and there should be four or five classes of parks.

Those of the smallest class should be located in the most congested portions of the city, to relieve the pressure of business, but they should not be so large as to have a disorganizing effect or cause undue inconvenience to traffic and the dispatch of business.

Parks of the next largest size should be located in the crowded residential and tenement districts, and they may be of varying sizes, from one to four blocks or more in area.

Parks of the third class should be located on the outskirts of the residential portions and may be of large extent, from twenty to several hundred acres in extent. These should be the principal parks of the city and should be connected by boulevards and parkways.

The largest group of parks may properly consist of large undeveloped areas of land, purchased by the city and rented out, partially, for farming uses and partially held as forests, from which the wood may be cut and sold in such quantities as will not deplete its growth.

Most large foreign cities are abundantly supplied with small parks. Berlin has a large number, as has Vienna, but in the latter city, there is an arrangement known as the "Ring" which adds to the effectiveness of the parks. Dresden and Stockholm also have a large number of small parks.

In some foreign cities, there are large spacious squares, which though without grass, shrubbery or trees, still have, to a certain extent, the effect of parks, being embellished with fountains, obelisks, monuments, *electroliers*, etc.

The Place de la Concorde, Paris, which, however, is bounded on two sides by parks is one of the squares of this type, while others are the Raadhus-Plads in Copenhagen, the eastern end of Unter den Linden, in Berlin, the Dam in Amsterdam and the Place de l'Hôtel de Ville in Paris. Owing to the immense traffic passing through them, they are necessarily left open.

If the space, however, is too large, it has the effect of dwarfing the surrounding

buildings. Such squares are found in Moscow and St. Petersburg in the Place Dvortsory, the Place Krasnaia and the Place des Theatres, which are merely large open spaces paved with cobblestones. While these spaces could have been laid out as parks with trees and grass plots, it may be that they have remained as open spaces for possible military operations.

In character, the parks of a city should be varied; those of small size, surrounded by buildings of architectural interest, as has been noted, should be of a more formal character, that is, laid out on a regular plan, with walks, terraces, avenues, lakes, fountains, flower beds, statuary, ornamental *electroliers* and other features of a similar sort; while those in a more distant part of the city should preferably be of a somewhat rural character, primeval and undisturbed in general effect.

While parks are more properly under the supervision of the landscape architect and while many of the features referred to are purely engineering in character, the architect in the study of city planning, should be familiar with all phases of the subject.

In this series of articles the endeavor has been to outline the main principles of city planning from the architectural point of view. It has therefore been necessary to pass over a large part of the subject which is of a purely engineering nature, such as street construction, care of streets, street cleaning, refuse disposal, sewers, water works and water supply, gas works and gas supply, electric generating plants and distributing systems, electric street railway systems, subways, elevated roads, terminal quays, piers, docks, municipal markets and slaughter houses, ice plants, police and fire alarm systems, telegraph, telephone and pneumatic tube systems and many other items.

It will be seen, then, that the architect, in order to plan the city properly, should associate himself with a civic engineer, well versed in the various subjects and in touch with the latest developments. Conversely, the engineer who is engaged in city planning, should be associated with an architect, who is capable of giving the subject the proper aesthetical treatment.

City planning is a matter of so much importance and makes such extensive de-

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NIGHT ILLUMINATION OF UNTER DEN LINDEN,
BERLIN

mands upon skill, taste and experience, that the best results can only be accomplished in collaboration.

GRAY AND DAVIS BUILDING MESSRS. MONKS & JOHNSON, ARCHITECTS

In the design of a new factory for Gray & Davis, the architects were given the problem of producing a structure adaptable in every way to the particular requirements of manufacturers of electric starting and lighting devices for automobiles. Expense was not to be spared to the detriment of any desirable feature, either from the manufacturing or the æsthetic standpoint.

This building is located in Cambridge, Mass., on the Charles River embankment. It extends nearly 400 feet parallel with the river and at a distance of about 150 feet from the bank. The intervening space, partly a level lawn and partly boulevard, is reserved by the Metropolitan Park Commission as a permanent feature. The building is thus not only ideally situated as regards its immediate surroundings but it forms a very prominent feature of the landscape as viewed from the Boston side of the river.

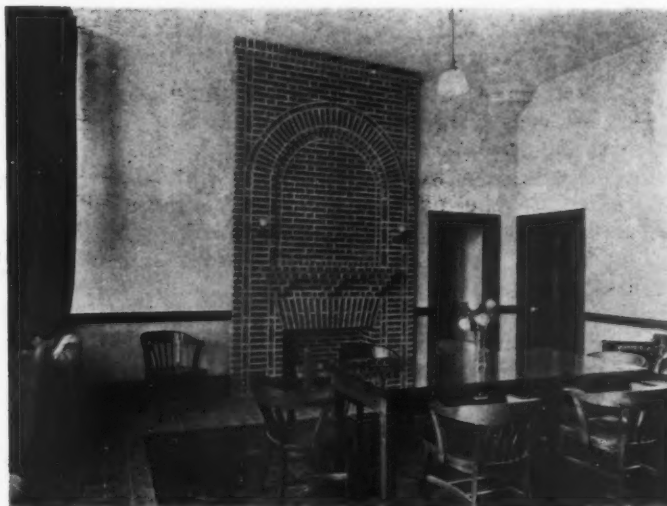
The treatment of the exterior is a combination of cement surface and rough texture brick. The material of construction is reinforced

concrete. All of the wall columns are of concrete. The ornamental end bays of the building have been faced with brick, while the skeleton and curtain walls are of concrete. Those portions of the wall between columns which are not occupied with the steel sash windows are of concrete panelled with tapestry brick inserted in the concrete.

The building has no basement. The main floor, of reinforced concrete, was laid directly upon the fill without the use of forms. Piers were carried down to a solid footing at a depth of about twelve feet, where hard shale and gravel were encountered. This first floor, as well as all the floors above, was figured for a live load of 150 pounds per square foot.

All the columns in the building are of reinforced concrete, have mushroom tops, and are cylindrical. The piers below them, being supported longitudinally by the hard fill and thus subject to compression only, are plain concrete without steel reinforcement. The columns in the wall are rectangular in section.

All floors above the first are reinforced concrete, eight and one-half inches thick. These slabs measuring twenty feet square to centers of columns are built without beams or girders of any kind. The top layer has about one inch of granolithic finish which was laid sometime after the structure of the floor. In order to obtain



DIRECTORS' ROOM, GRAY & DAVIS BUILDING

a thoroughly good bond between the floor and the finish, the former was etched with hydrochloric acid and then picked with a hammer to eliminate soft spots. In this way a bond was obtained all over the entire surface. The large open space between supports, provided by the wide spacing of the columns, makes it possible to locate machinery almost without regard to interference from column location.

The forms, except in the office portion, were made of corrugated steel, with the corrugations running across the building. It is thought that these corrugations carry the light direct from the windows, and prevent shadows or a mottled appearance in the ceiling. The distance from floor to floor is fourteen feet three inches; the cleat height, thirteen feet six inches.

Between the wall columns a reinforced concrete beam, thirty-six by eight inches, was cast in each bay. These beams form a portion of the outside wall of the building. As the lower edge of the beam is in the same plane as the ceiling, it will be noted that this beam extends well above the floor level and that the floor is dependent from it. By this means the windows are run clear up to the ceiling level and a maximum of lighting is obtained. The window area is approximately sixty-four per cent. of the entire wall area of the building.

The office end of the building has naturally, received the most attention as to finish. The office partitions are all of mahogany and glass, reaching to a height of about eight feet above the floor. The windows in this section have double hinged sash in place of the pivoted sash used in the manufacturing end of the building. The radiators are well designed and take the place of the coils of piping in the factory.

The entire office is located on the second floor at the east end. The lobby on the first floor opens directly upon a broad staircase, which lands near the center of the executive portion of the office space, and permits ready access to all parts.

RECENT LEGAL DECISIONS

WAIVER OF PROVISIONS BY SURETY

A surety bond required notice of default by the contractors within thirty days. Formal notice of default was given, but not within that time. The surety did not object that it was not given within the stipulated time, but notified the owner to complete the work at its expense. It was held that it thereby waived the provision requiring the notice to be given within thirty days. The surety had the suit upon its bond delayed at its request. It was held that it could not afterwards complain that the suit was not brought within six months after the work was completed, as required by the contract. It could not complain that a sum of money was paid to the contractors by the owner after the contractors had defaulted, where it was paid to the receiver of the contractors by direction of the surety. Interest was held properly allowed on the amount found due to the owner from the time the action on the bond was filed.

Eilers Music House v. Hopkins, Washington Supreme Court, 131 Pac. 838.

RELEASE OF SURETY COMPANY

A surety company upon a contractor's bond asked to be released on the ground that there had been material changes in the building contract. The evidence showed that whatever change was made in the way of additions, authorized in writing by the architect and owners, came to the notice of the surety company in due time, and that its consent was given thereto with the understanding that its liability on the bond should not be impaired. It was held that no legal ground existed upon which the surety company could be relieved from liability.

Wiley v. Hart, Washington Supreme Court, 132 Pac. 1015.

THE AMERICAN ARCHITECT

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Founded 1876

PUBLISHED EVERY WEDNESDAY BY

THE AMERICAN ARCHITECT (INC.)

No. 50 Union Square, New York
(Fourth Avenue and 17th Street)

G. E. SLY, PRESIDENT

E. J. ROSENCRANS, SECRETARY AND TREASURER

Address all communications to "THE AMERICAN ARCHITECT"

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In the United States and Possessions (Porto Rico, Hawaii,
Philippine Islands and Canal Zone),
Mexico and Cuba

TEN DOLLARS PER YEAR, POSTAGE PAID
ALL OTHER COUNTRIES . . \$12.00 PER YEAR
SINGLE COPIES (Regular Issues), 25 CENTS

CHICAGO OFFICE, Hearst Building
Page A. Robinson, *Western Manager*

Entered at the Post-office, New York, as Second-class Matter

VOL. CV FEBRUARY 25, 1914 No. 1992

THE FUTILITY OF EVEN WELL-CONSIDERED PLANS WITHOUT PROVISIONS INSURING PROPER PERFORMANCE

Any statute, however salutary, will fail in its purpose and become a dead letter, unless the zeal which accomplished its enactment extends in a measurable degree to its enforcement.

The cumbrous archives of our state legislatures are monuments to the activity of ordinarily well-intentioned citizens who have spent both years and fortunes—the latter not always their own—in securing the passage of laws designed to correct current abuses and improve conditions of life. Much of the energy thus expended has been almost entirely wasted, through failure to enforce the wise and beneficent laws after their enactment. Indeed it is generally recognized that it is much easier to secure the enactment of a new law than the uniform and impartial enforcement of an old one.

In this connection we are reminded that even with the present general interest in the revision of building codes, a new ordinance will not enforce itself automatically. Unless its enactment carries with it adequate provision for its enforcement,

a new building code is liable to be made a medium through which jerry-builders will flourish, to the detriment and at the expense of the public and those who undertake, at all times, to comply strictly with the regulations nominally in force.

Of course, in the practice of his profession the responsible and capable architect will be careful to observe the provisions of the building code, but in addition he will take precautions in regard to construction and fire-prevention dictated by his personal experience. To him the code merely represents a minimum factor of safety, which may not be further reduced. He will not consider that his entire duty to his client and the community is performed when he has simply complied with local building regulations. It is hoped that this view will, in the near future, be the one universally taken by architects. With proper safeguards placed about the profession of architecture, requiring definite qualifications before admitting a member to practice, a building code would thus become merely an instrument for the control of the small proportion of building, which has not yet come under the jurisdiction of the profession. To the architect, the building code, unless much more comprehensive and far-reaching than any heretofore drawn, would remain a matter of interest only, and not one of great importance.

IN some respects the situation created by an excellent law imperfectly enforced is analogous to that existing in the field of architectural practice, where it is often comparatively easy to secure well considered plans and specifications for a proposed structure, but difficult to obtain adequate supervision of the work and materials of construction. As in the case of the statute, the plans and specifications represent, merely, a means to an end; to consider them otherwise is to mistake the form for the substance. Taken as a whole, there is, unfortunately, too little attention given to the supervision of construction from plans drawn in architects' offices. Lax supervision has probably been the cause of more and greater dissatisfaction with architectural services than any other one feature of practice. In too many offices

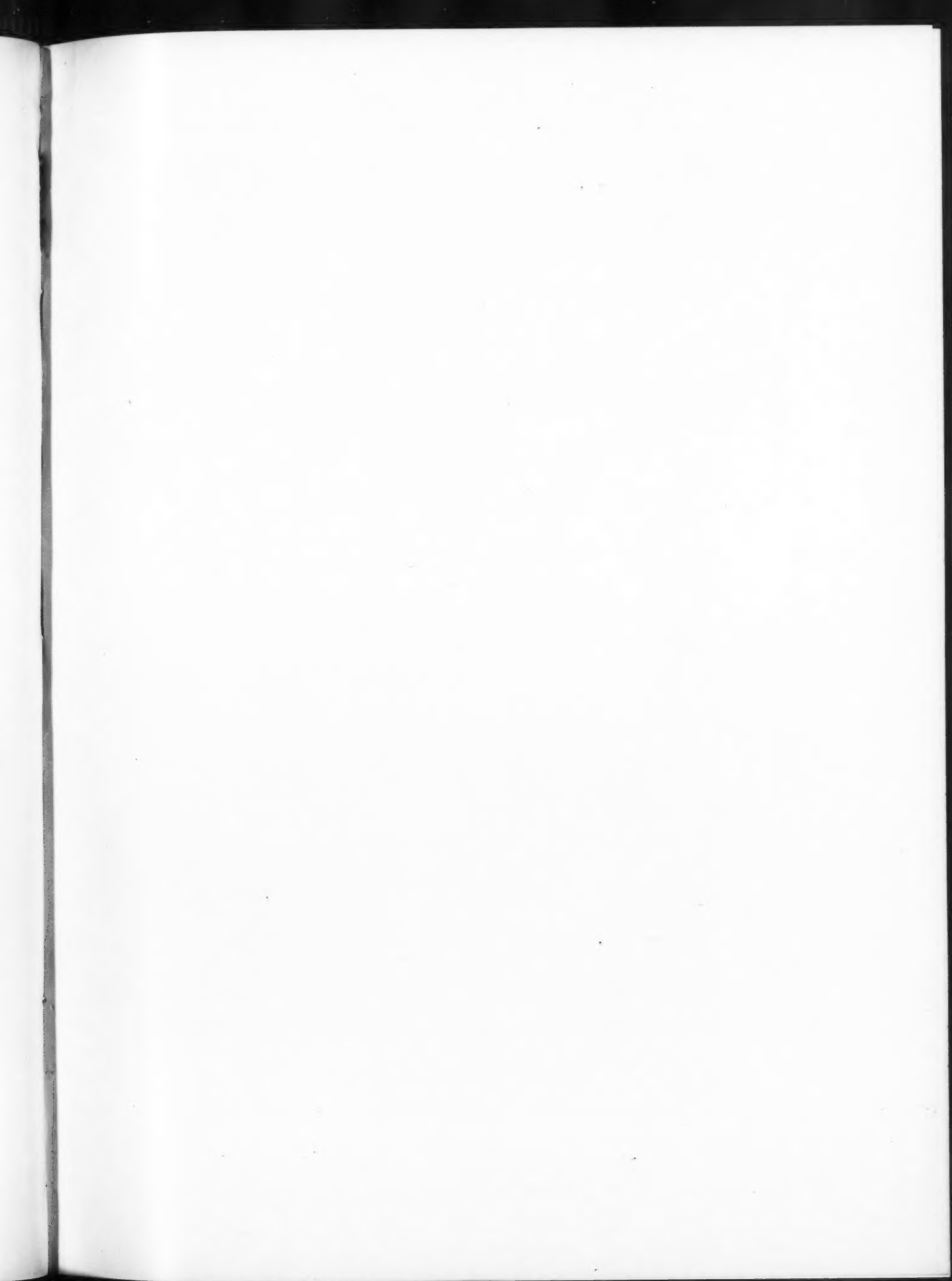
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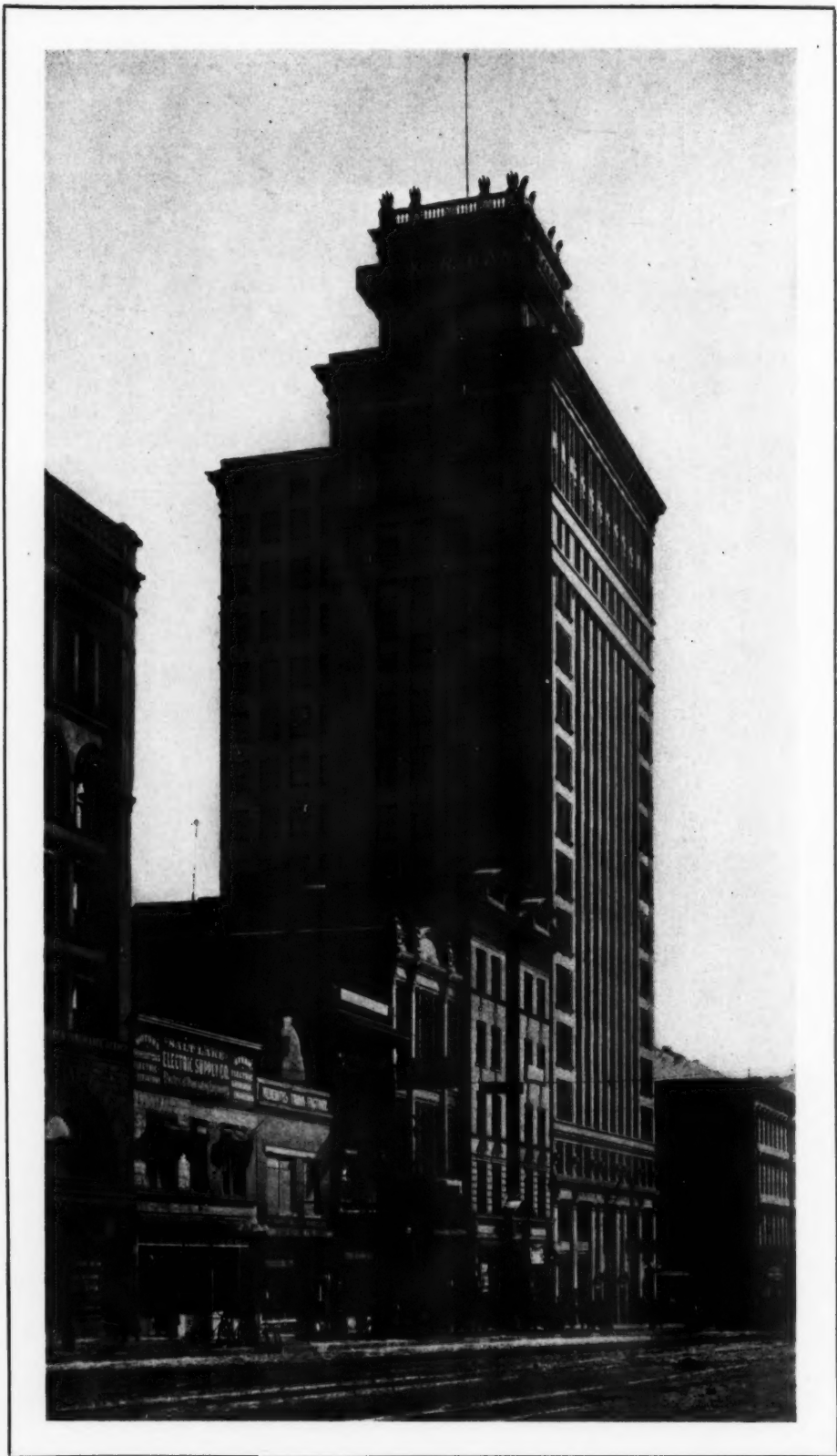
the feeling seems to obtain that when a beautiful set of plans, with the accompanying specifications, has been completed, the important work in connection with the building is done. Draftsmen receiving salaries of \$75 or \$100 a week have been employed in this work, and everything done by them has been carefully considered and supervised by the heads of the firm. After contracts are let, one of the younger men in the office—or a so-called practical man—at a salary of \$30 or \$40 a week is put on the work to supervise the construction. The men who developed the design seldom see the manner in which their drawings are interpreted, or the work in general carried out. They immediately turn their attention to the next commission and produce another credible set of drawings and specifications.

After all, the only function and value of plans and specifications is to depict the result which it is proposed to secure in the form of a given structure. To produce them and then neglect to take proper means to see that they are realized is as futile as to pass the most beneficent law without provision for its enforcement. We confidently expect to see, in the not distant future, a radical improvement in both the amount and character of the supervision now generally exercised by architects over the work of construction entrusted to them. The need for it is beginning to be felt and appreciated and those architects who anticipate the demand and supply it in advance of the time when it will be invariably required will enjoy both the prestige and the emoluments which accrue to the pioneer and reformer in any field.



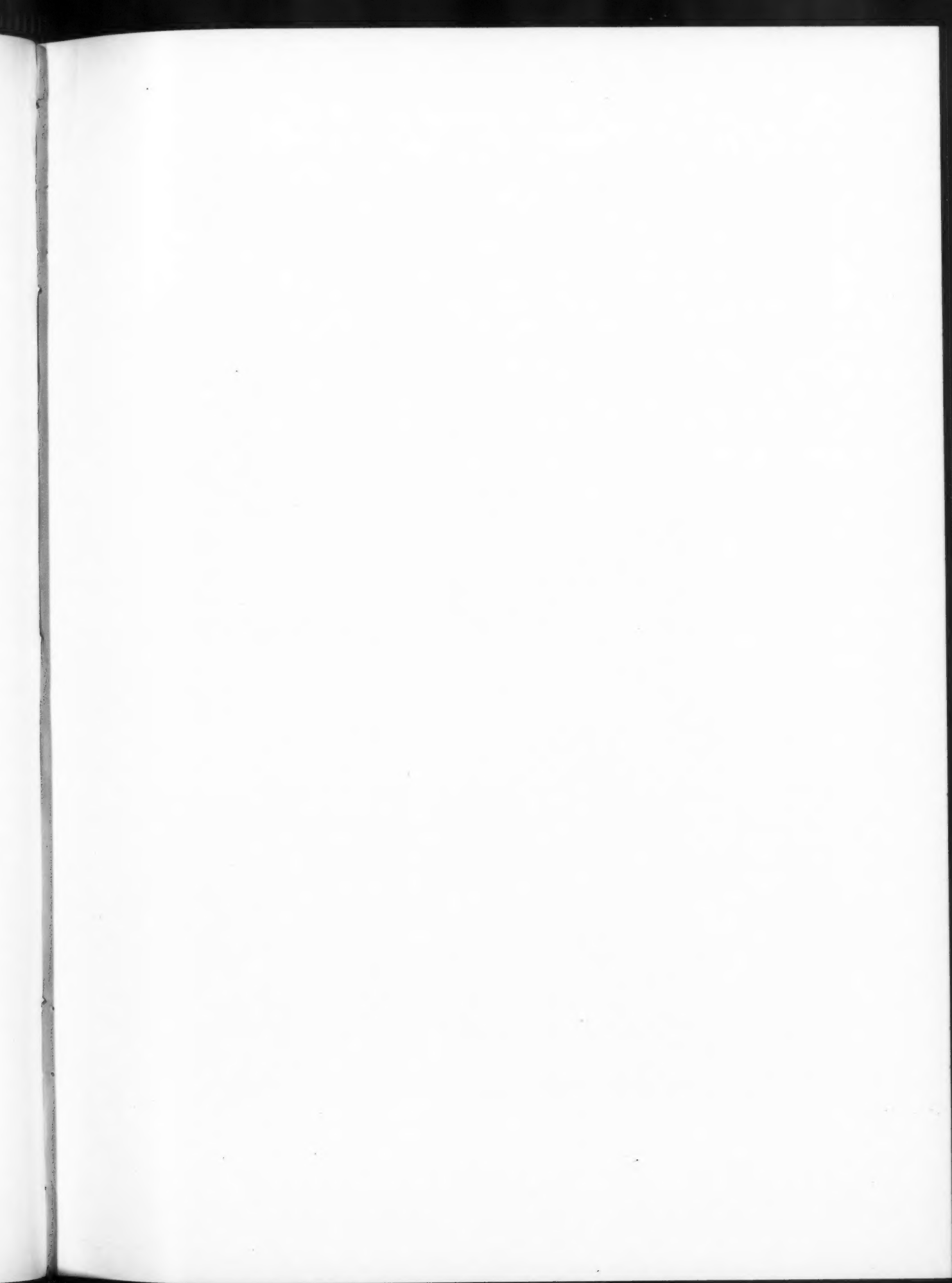
GARDEN OF HOUSE OF JAMES K. MOFFITT, ESQ., PIEDMONT, CALIFORNIA
MESSRS. WILLIS, POLK & CO., ARCHITECTS.



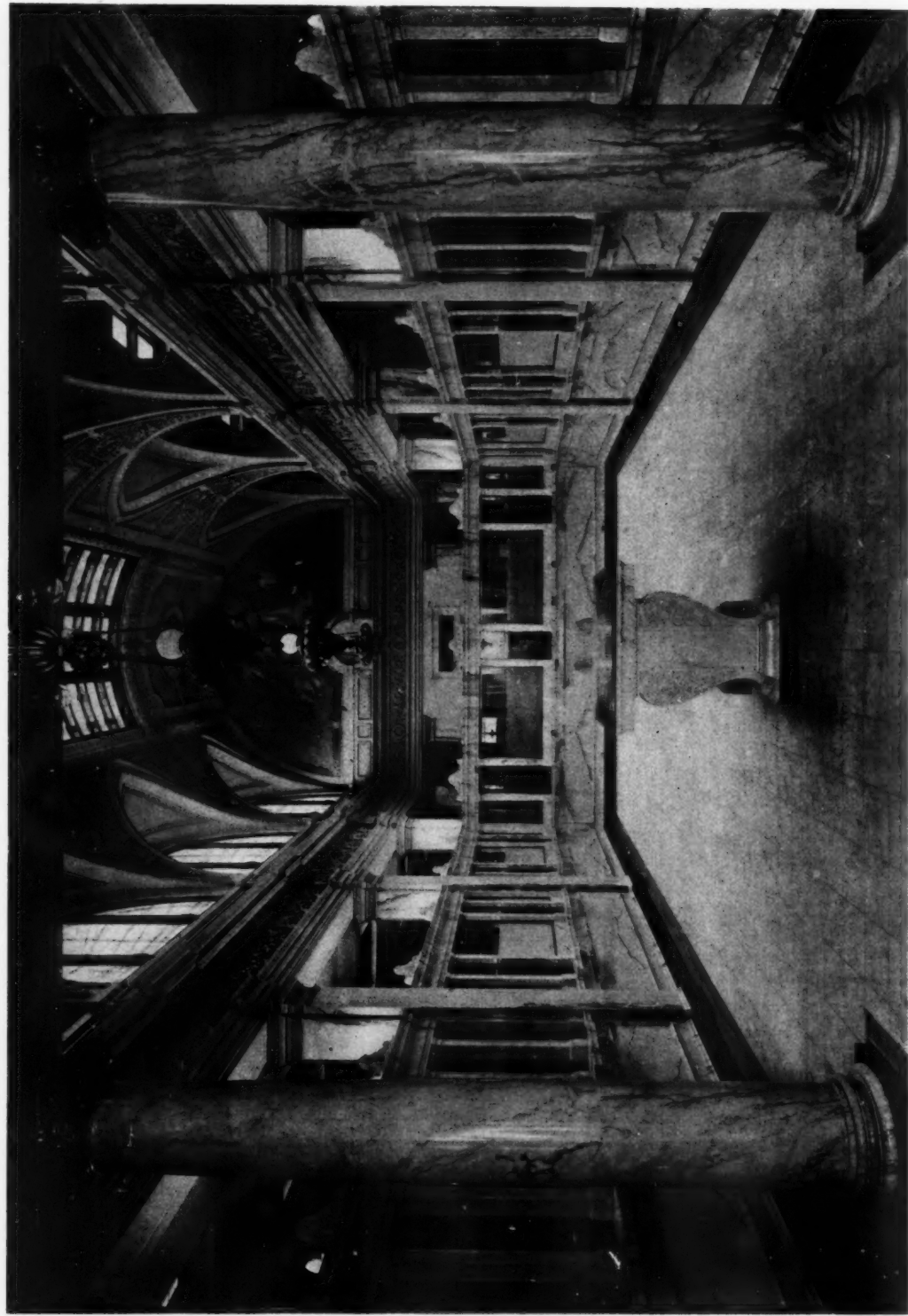


WALKER BANK BUILDING, SALT LAKE CITY, UTAH

MESSRS. EAMES & YOUNG, ARCHITECTS

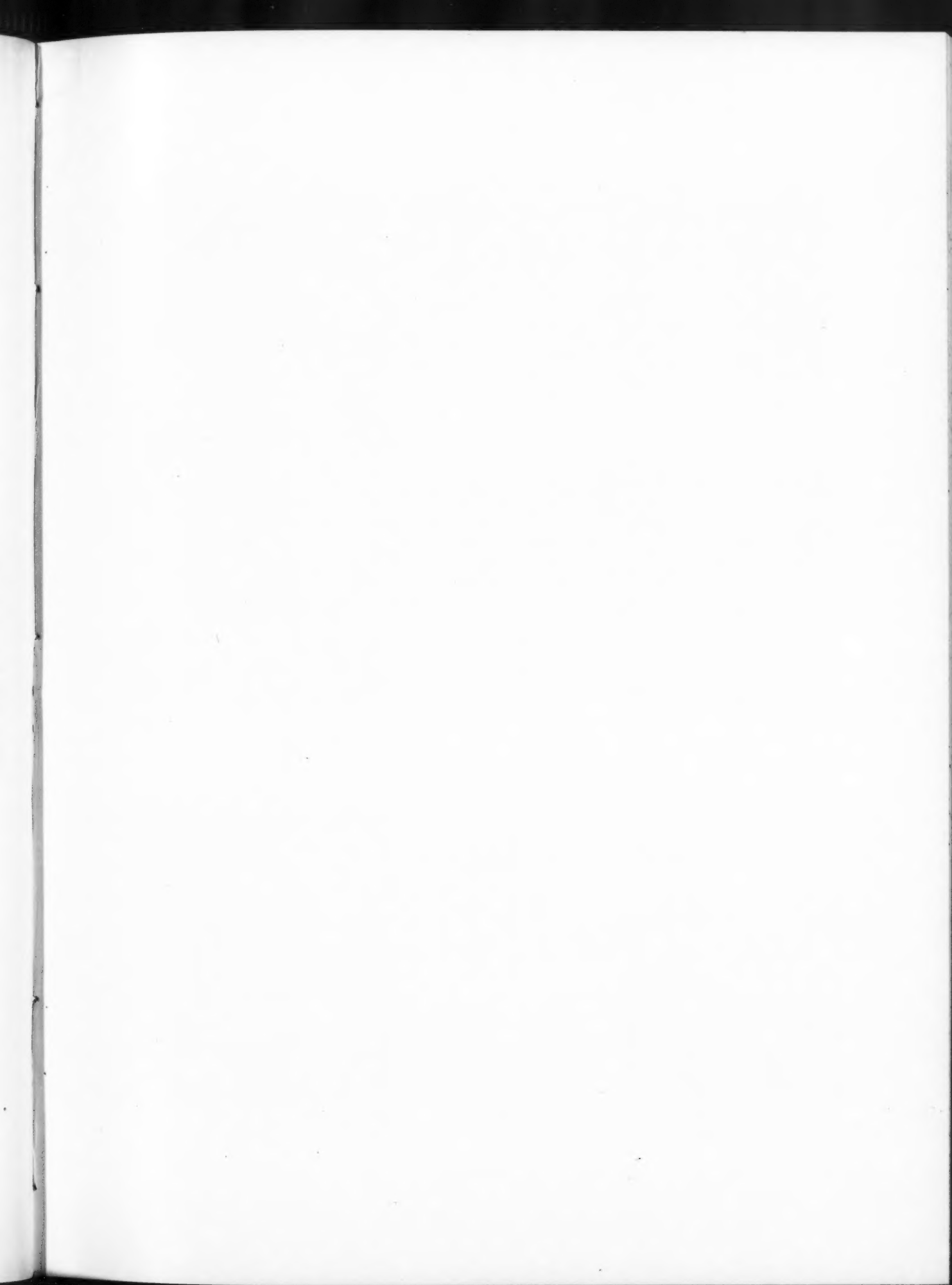


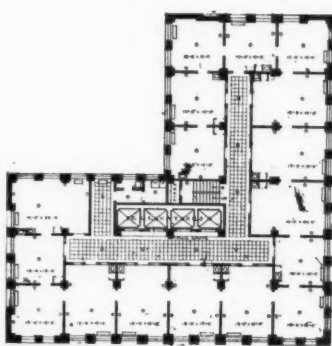
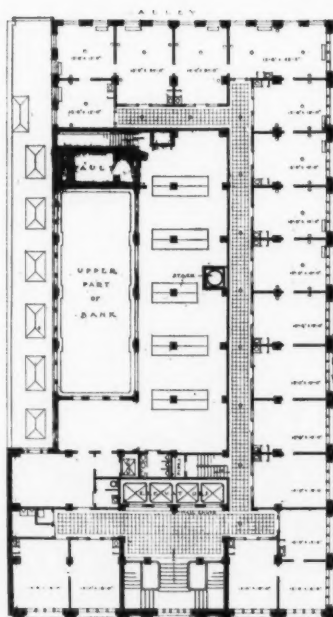




VIEW IN BANKING ROOM

WALKER BANK BUILDING, SALT LAKE CITY, UTAH
MESSRS. EAMES & YOUNG, ARCHITECTS

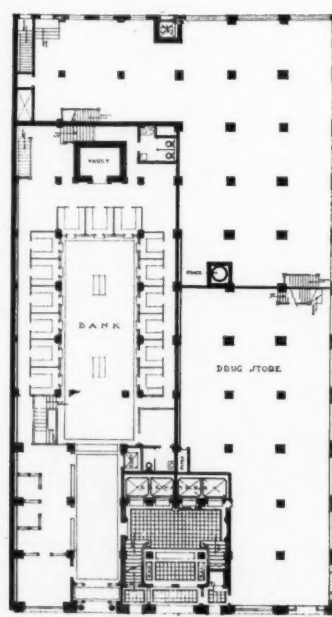


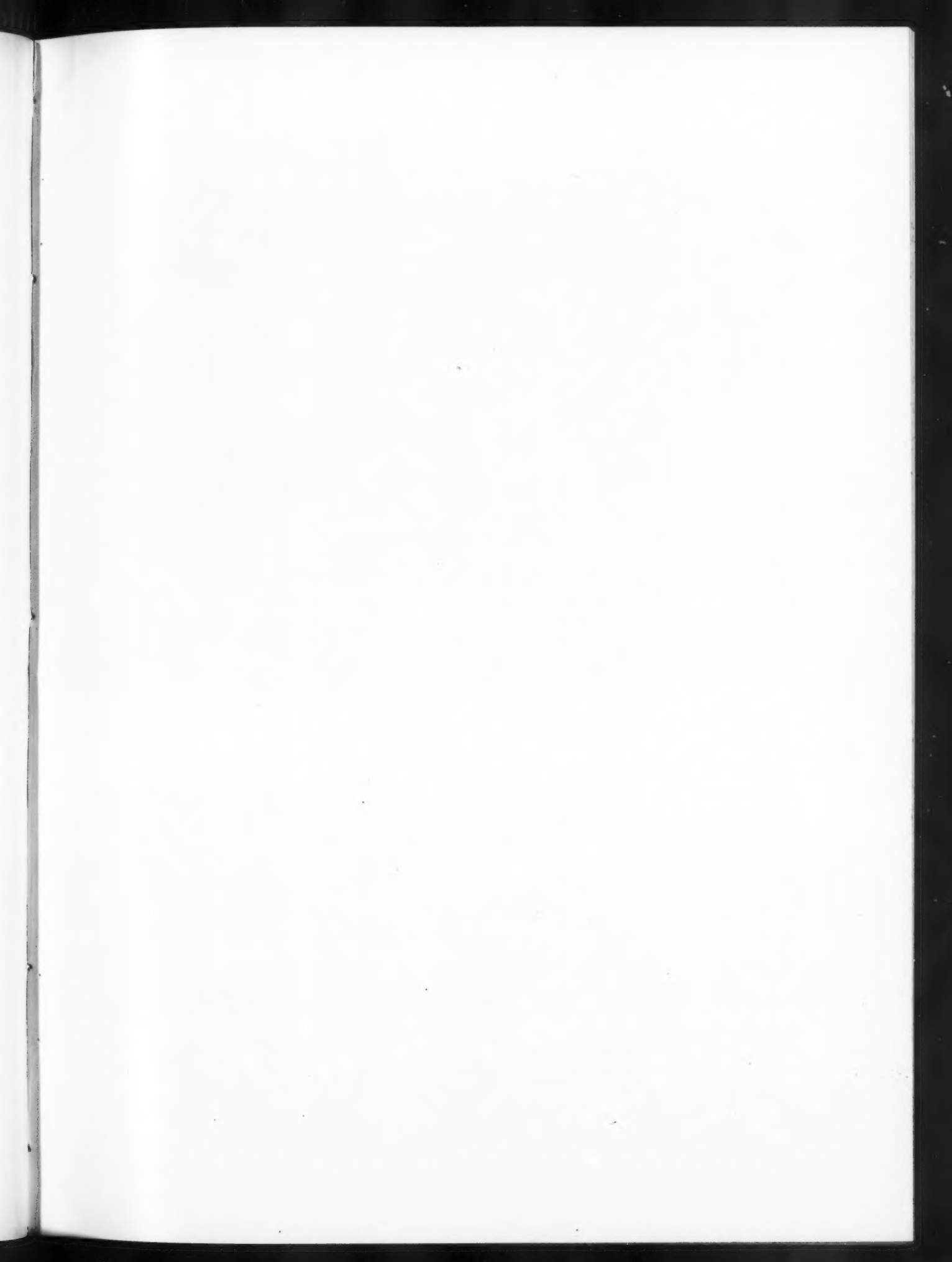


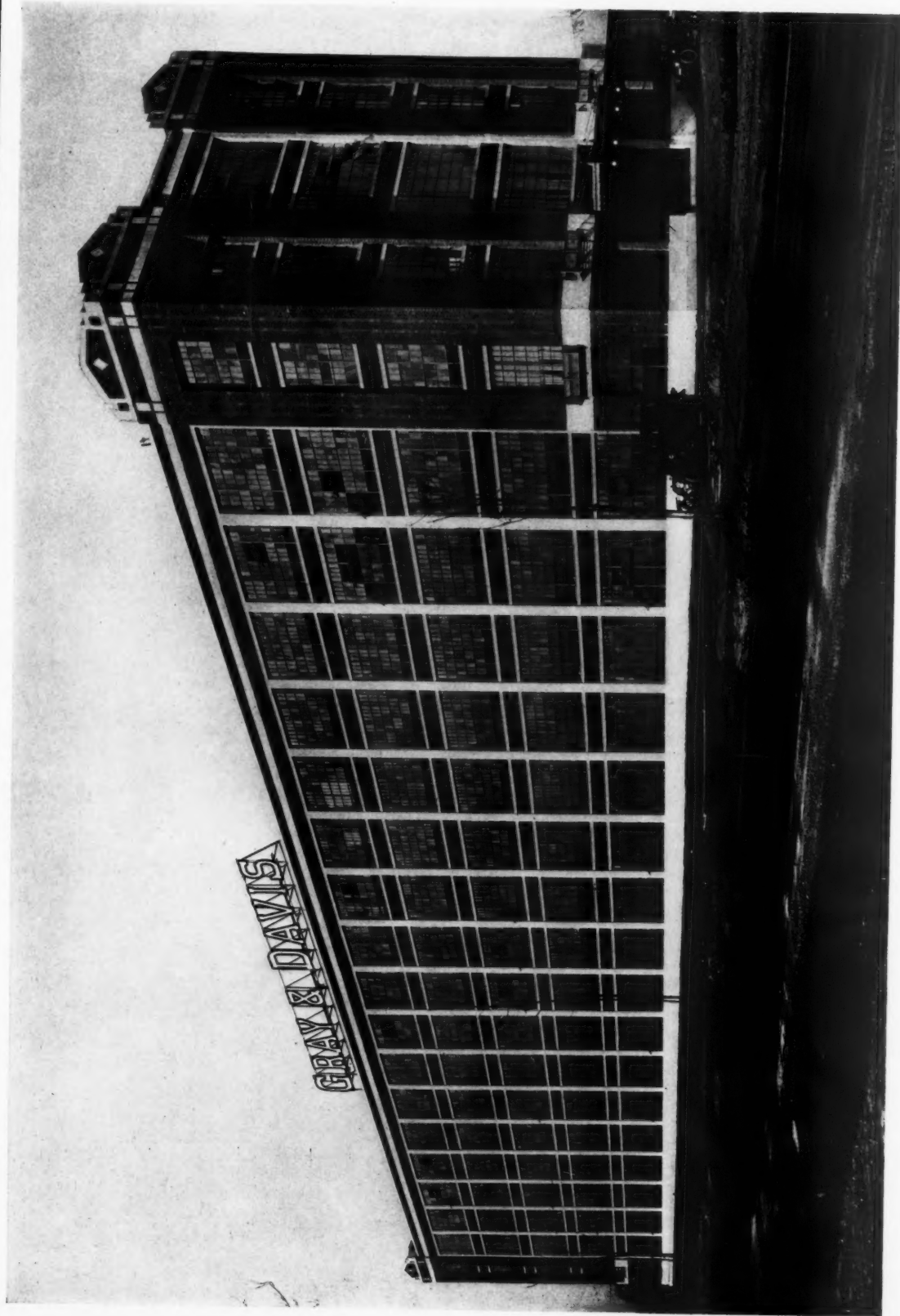
FLOOR PLANS AND MAIN STAIRWAY

WALKER BANK
BUILDING
SALT LAKE CITY, UTAH

MESSRS. EAMES & YOUNG,
ARCHITECTS



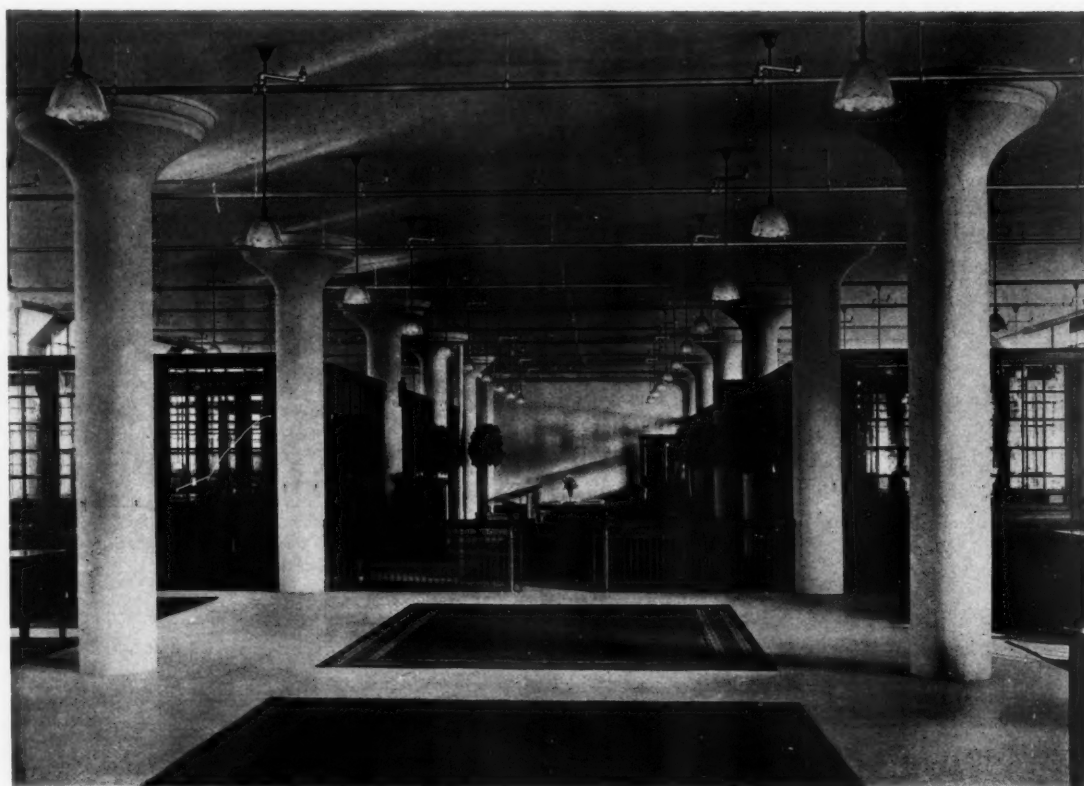




GRAY & DAVIS BUILDING, CAMBRIDGE, MASS.
MESSRS. MONKS & JOHNSON, ARCHITECTS



MAIN STAIRWAY



GENERAL OFFICES

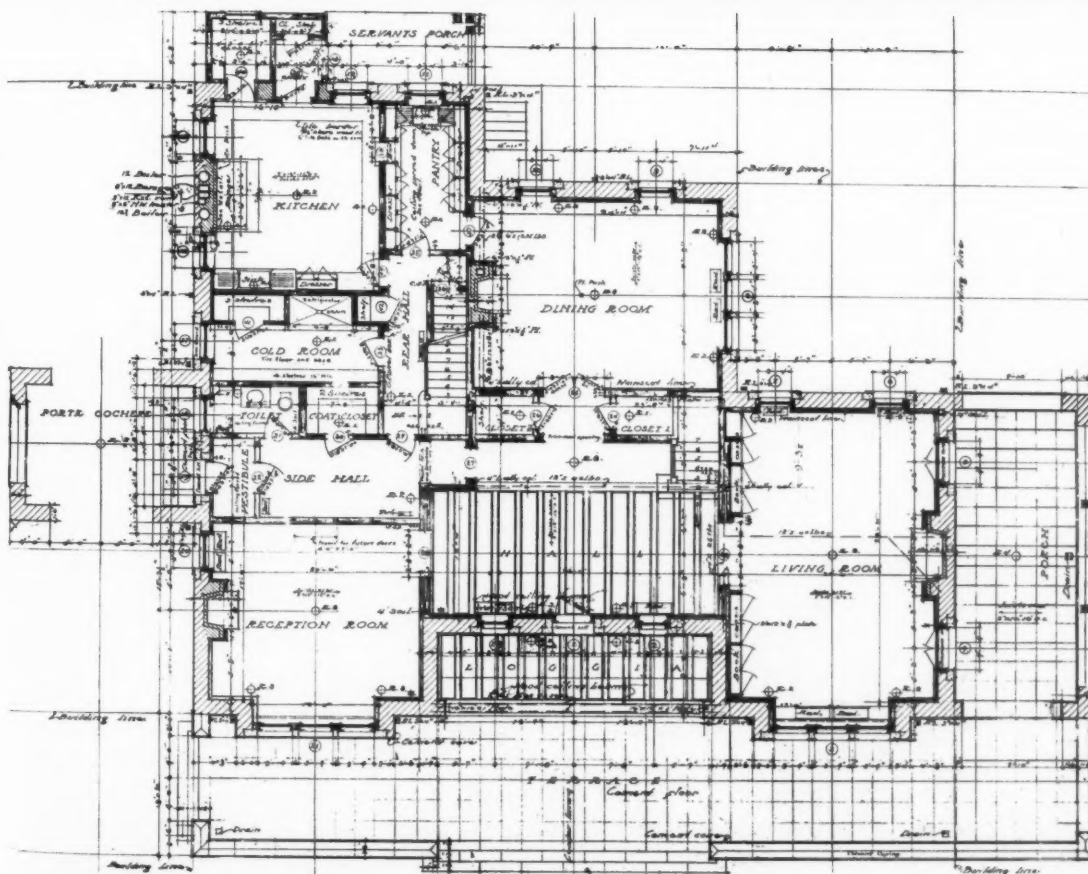
GRAY & DAVIS BUILDING, CAMBRIDGE, MASS.

MESSRS. MONKS & JOHNSON, ARCHITECTS



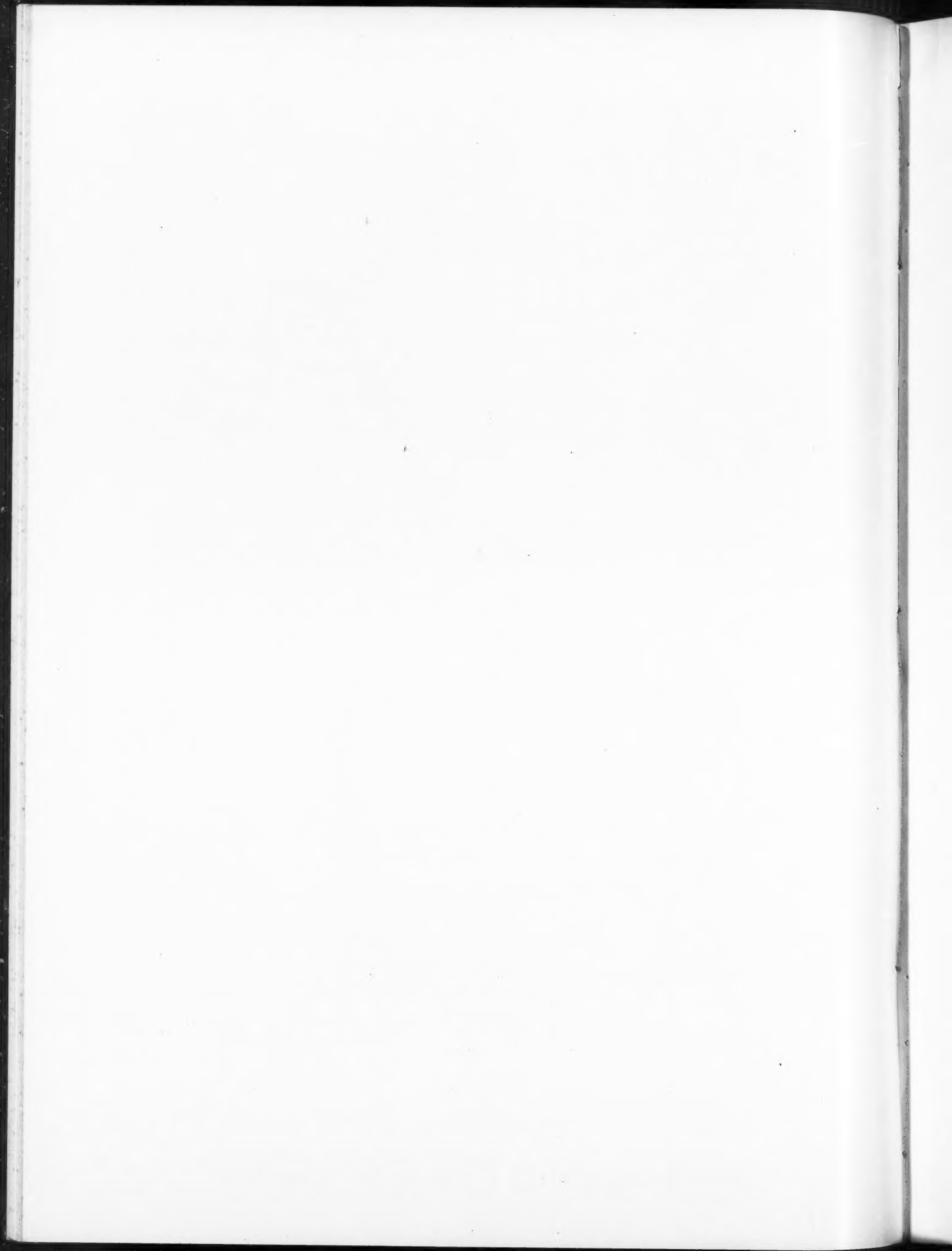
HOUSE OF MRS. AMELIA HIRSH, MONTCLAIR, N. J.

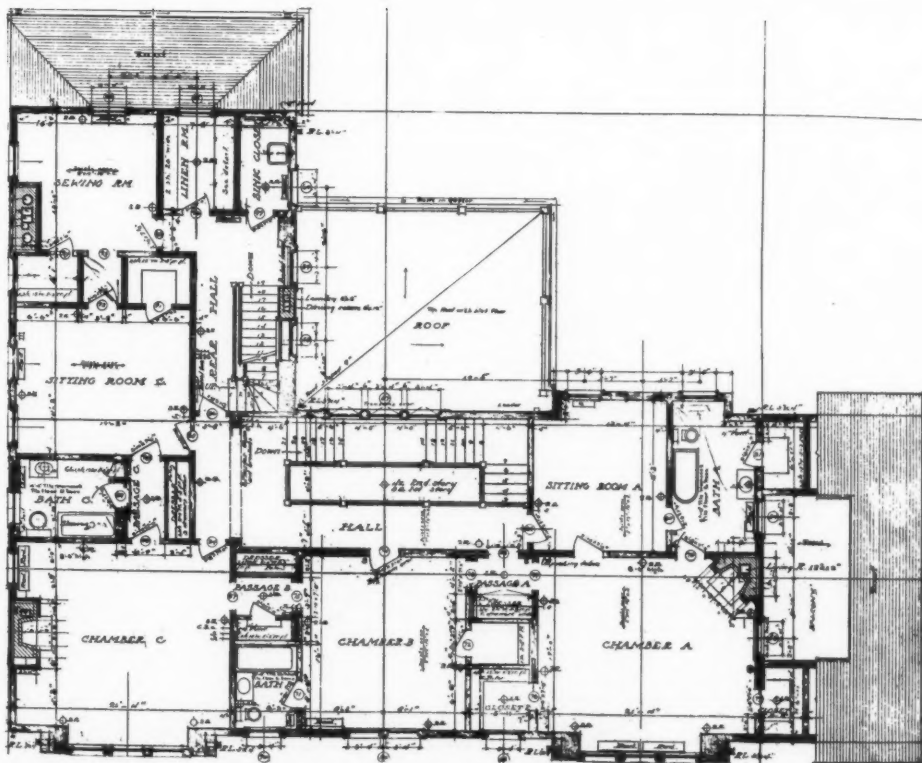
MESSRS. VAN VLECK & GOLDSMITH, ARCHITECTS



HOUSE OF MRS. AMELIA HIRSH, MONTCLAIR, N. J.

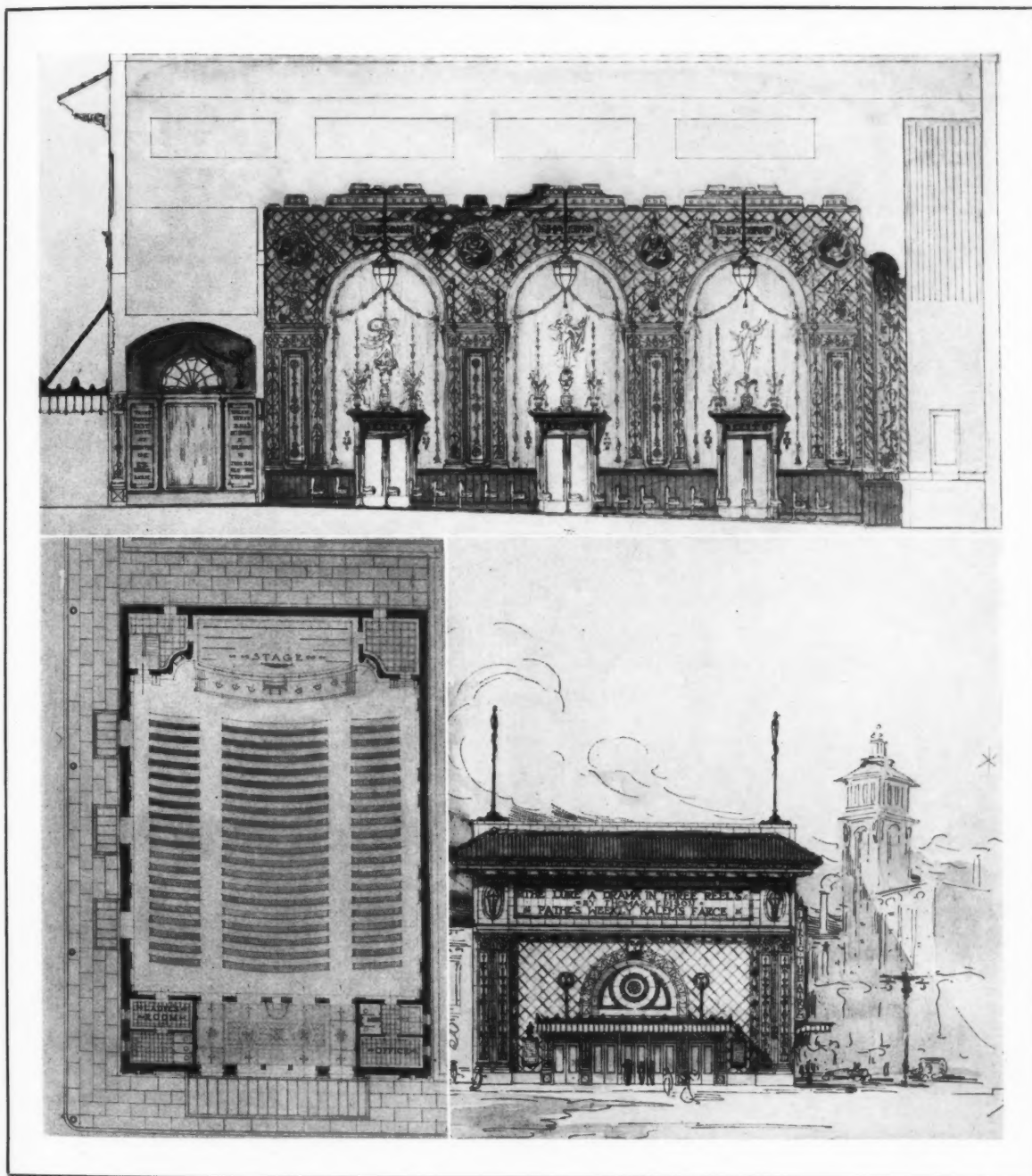
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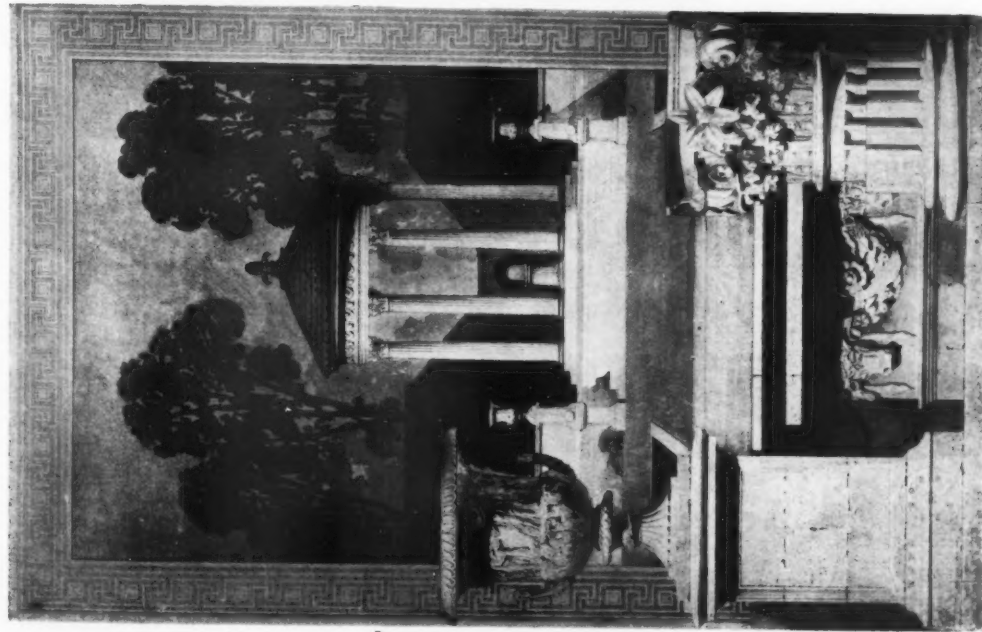
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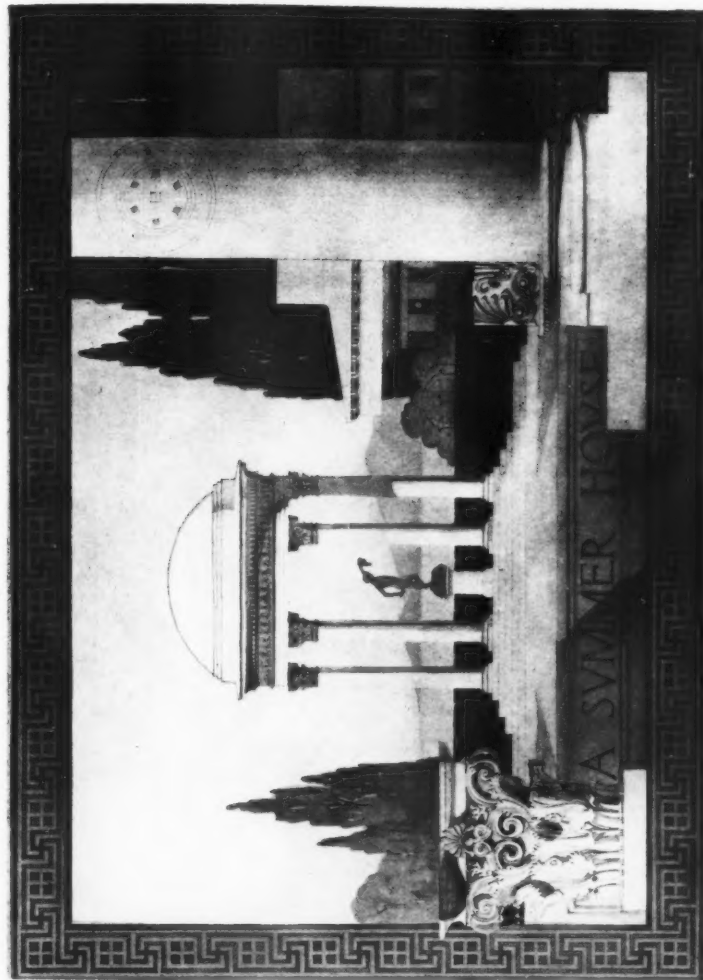
JOHN MARRA, FIRST MENTION. PLACED, ATELIER WARE

CLASS "B"—II PROJET (Problem in Design), "A MOVING PICTURE THEATRE"

STUDENT WORK—SOCIETY OF BEAUX-ARTS ARCHITECTS



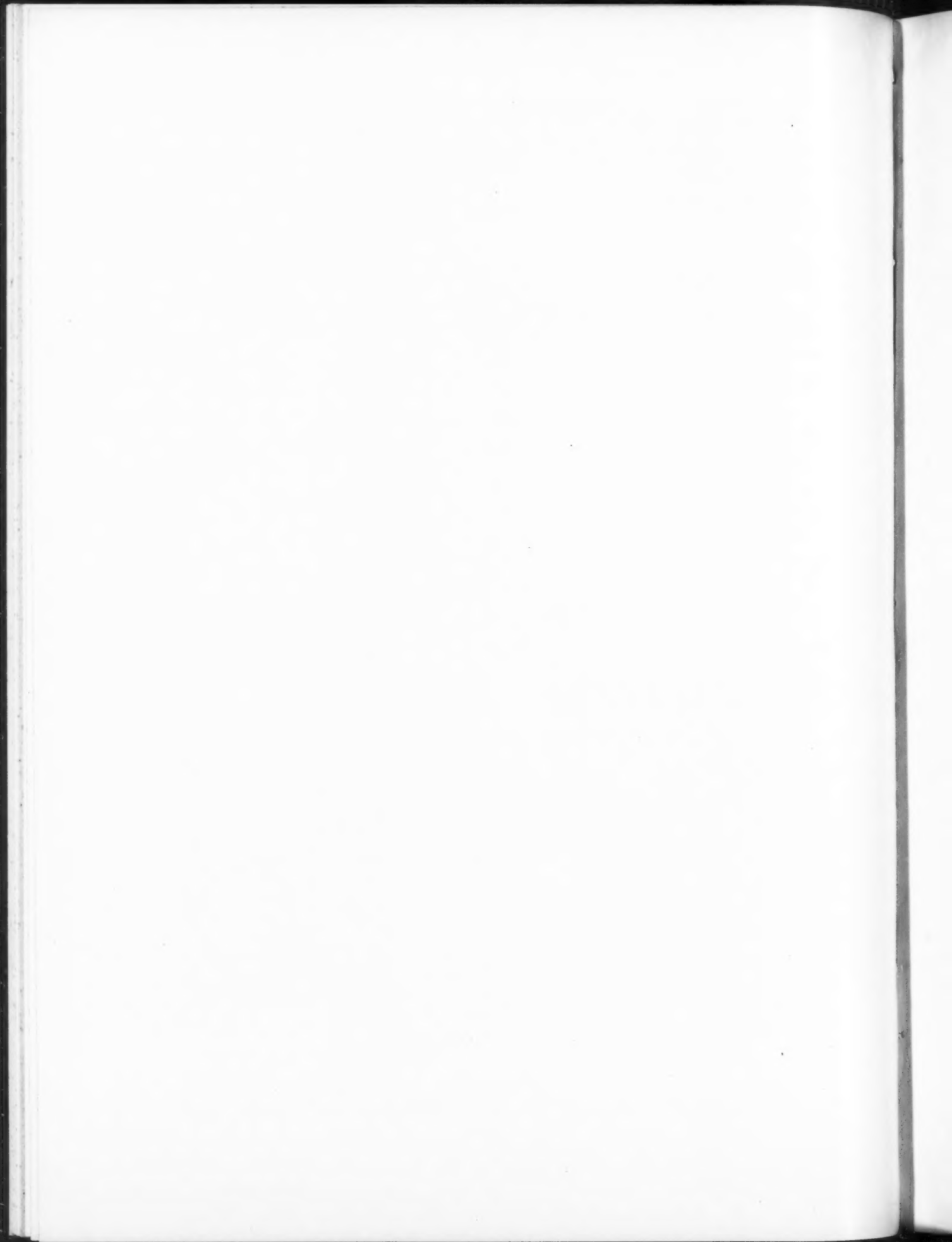
H. STERNER, FIRST MENTION. PLACED, ATELIER LIGHT

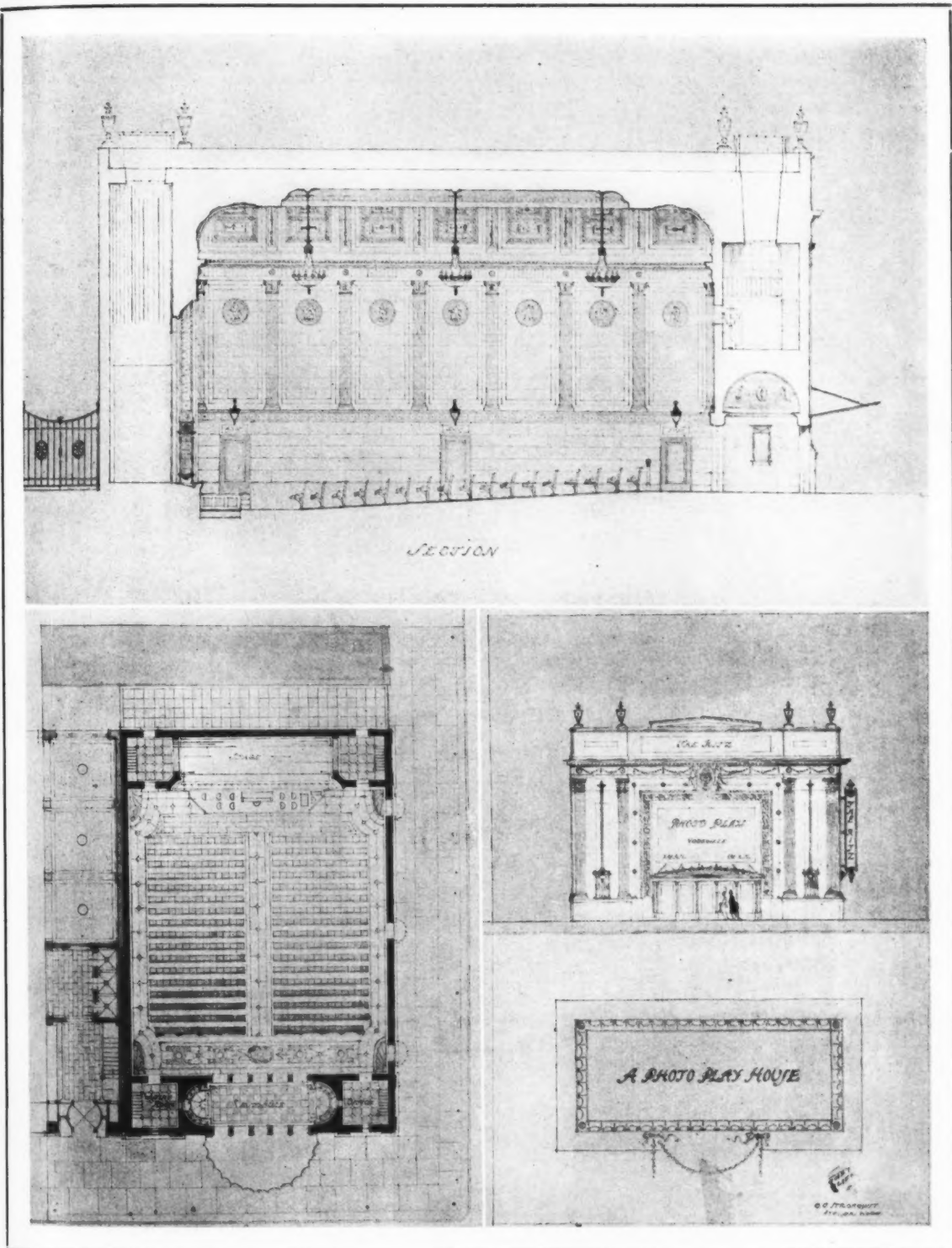


WM. H. THOMPSON, FIRST MENTION. PLACED, PHILADELPHIA ATELIER

CLASS "B"—II ANALYTIQUE (Order Problem). "A SUMMER HOUSE IN A PARK"

STUDENT WORK—SOCIETY OF BEAUX-ARTS ARCHITECTS





O. G. STROMQUIST, FIRST MENTION. PLACED, ATELIER WARE-WAGNER

CLASS "B"—II PROJET (Problem in Design), "A MOVING PICTURE THEATRE"

STUDENT WORK—SOCIETY OF BEAUX-ARTS ARCHITECTS



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SOCIETY OF BEAUX-ARTS ARCHITECTS

OFFICIAL NOTIFICATION TO S.B.A.A. STUDENTS OF AWARDS MADE IN THE JUDGMENT OF FEBRUARY 3D, 1914

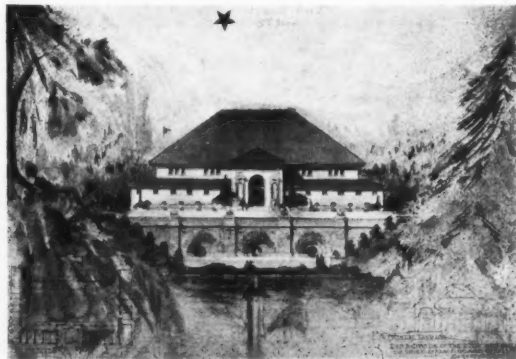
The Committee on Education in New York and its Local Committee in San Francisco received 338 Esquisses (Preliminary Sketches) and 206 Analytiques (Final Drawings) in the:—

CLASS "B"—II ANALYTIQUE (Order Problem) "A SUMMER HOUSE IN A PARK"

The following were awarded first mention, placed:—W. H. Thompson, Philadelphia Atelier, Philadelphia, Pa.; H. Sterner, Licht, New York City; S. Varallo, Ware, New York City; F. J. Vreeland, Columbia University, New York City; M. Belknap, Columbia University, New York City.

The following were awarded first mention:—G. H. Hodenpyl, G. E. Miller, G. F. Root, R. H. Spurgeon, R. W. Friend, J. L. Newman, E. J. Schmitt, all of Columbia University, New York City; P. G. Knobloch, Hiron, New York City; F. I. McCathern, Hiron, New York City.

The jury found a considerable number of poor or unsatisfactory drawings submitted for the Class "B"—II Analytique Competition, subject, "A Summer House in a Park," and felt strongly that the following points should be impressed upon stud-



PLACED FIRST—3D MEDAL

EUGENE B. BAKER, PHILADELPHIA ATELIER

First preliminary competition for the 11th Paris Prize
A BATHING PAVILION

ents who are doing this elementary work: An accurate knowledge of shades and shadows is essential. The general proportions of the building or feature in question should be carefully studied, the mere presence of an order on the sheet is not sufficient. The excellence of a detail will not suffice to offset defects in the building as a whole. Monotone renderings are preferred to those in many colors.

1st Mention Placed. 5	1st Mention. 9
Mention. 116	x. 76

The Committee on Education in New York and its Local Committee in San Francisco received 254

Esquisses (Preliminary Sketches) and 115 Projet Rendus (Sets of Final Drawings) in the:—

CLASS "B"—II PROJET (Problem in Design) "A MOVING PICTURE THEATRE"

The following were awarded first mention placed:—J. Marra, Ware, New York City; O. G. Stromquist, Ware, New York City; S. Vosper, Corbett, New York City; E. A. Ramsey, Columbia University, New York City; N. H. Behrens, Licht, New York City.

The following were awarded first mention:—H. M. L. Giduz, Boston Archtl. Club, Boston, Mass.; A. C. MacLellan, Boston Archtl. Club, Boston, Mass.; W. F. Diehl, Car. Inst. of Tech., Pittsburgh, Pa.; W. R. Weigler, Carn. Inst. of Tech., Pittsburgh, Pa.; L. A. Reinhard, Columbia University, New York City; G. B. Rothkugel, Philadelphia Atelier, Philadelphia, Pa.; M. Spain, Ware, New York City.

The Class "B"—II Projet Competition, subject, "A Moving Picture Theatre," was most disappoint-



PLACED SECOND—3D MEDAL

JAMES A. THOMSON, UNIV. OF PA. SCHOOL OF
ARCHITECTURE

First preliminary competition for the 11th Paris Prize
A BATHING PAVILION

ing to the jury. There were very few really good projects and the general run was far below previous Class "B" work.

In general the plans showed very little reasoning and almost no study. While the entrance, ticket office, etc., were in many cases fairly well handled, the exit facilities, to which special attention was called in the programme, were much neglected. A large number had no public exits to the alley at the back of the lot, while others even went so far as to utterly overlook the advantage of a corner lot and did not even provide exits to the side street. Furthermore, in many projets, much excellent seating space was lost.

In section most of the students seemed to forget they were designing a "Moving Picture Theatre" and failed to reach anything reasonable in scale or character. Many sections were more suitable for large opera houses or imposing city theatres. The moving picture apparatus was frequently placed in an utterly impossible position.

The elevations, while below the average, were generally better than either the plans or sections.

1st Mention Placed. 5	x. 23
1st Mention. 7	H. C. 1
Mention. 79	

THE AMERICAN ARCHITECT

OFFICIAL NOTIFICATION TO S.B.A.A. STUDENTS OF AWARDS MADE IN THE JUDGMENT OF JANUARY 27TH, 1914

The Paris Prize Committee received 102 Sketches in the:—

FIRST PRELIMINARY PARIS PRIZE COMPETITION

"A BATHING PAVILION"

The awards were as follows: E. B. Baker, placed first, Philadelphia Atelier, Philadelphia, Pa.; J. A. Thomson, placed second; U. of Pa., Sch. of Archt., Philadelphia, Pa.; D. M. Hunt, placed third, U. of Pa., Sch. of Archt., Philadelphia, Pa.; R. T. Walker, placed fourth, Mass. Inst. of Tech., Boston, Mass.; E. E. Weihe, placed fifth, Brown-Bourgeois, S.F.A.C., San Francisco, Cal.; B. Braunstein, first alternate, Columbia University, New York City; J. H. Chillman, Jr., second alternate, U. of Pa., Sch. of Archt., Philadelphia, Pa.

The following students received "Mentions":—Atelier Ware, New York City; R. Pallesen; Atelier Brown-Bourgeois, S.F.A.C., San Francisco, Cal.; E. Flanders; Atelier Hood, Pittsburgh, Pa.; W. B. Chalfant; Atelier, Hirons New York City; L. Morgan; Carn. Inst. of Tech., Pittsburgh, Pa.; E. F. Griffith; Birmingham Soc. of Architects, Birmingham, Ala.; C. Evans.

The drawings presented in the First Preliminary Paris Prize Competition did not make as good an impression as in some of the previous competitions. The programme did not necessarily call for a building in which the classic orders should be used. This troubled many of the students, and the plans were as a rule weak and inadequate. An apparent discrepancy in scale is explained by the different areas given to the pool within the prescribed dimensions.

The Local Committee on Education in San Francisco received the following drawings for judgment:—

Judgment of November 18th, 1913, Class "A"—I *Projet* (Problem in Design), "Administration Building for the National Academy." Drawings received, 10. Mentions awarded, 5.

Class "A" & "B"—I *Archæology Projet* (Problem in Design), "A Corner Balcony." Drawings received, 1.

Class "A"—I *Esquisse-Esquisse* (Rendered sketch), "A Pavilion for Study on an Island." Sketches received, 12. Mentions awarded, 2.

Class "B"—I *Esquisse-Esquisse* (Rendered Sketch), "A Government School for Students From Our Colonies." Sketches received, 5.

JUDGMENT OF DECEMBER 9TH, 1913

The Local Committee on Education in San Francisco received the following drawings for judgment:—

Class "B"—I *Analytique* (Order Problem), "An Entrance to an Office Building." Drawings received, 37. Mentions awarded, 21.

Class "B"—I *Projet* (Problem in Design), "A Public Comfort Building." Drawings received, 43. Mentions awarded, 21.

Judgment of December 30th, 1913. Class "A"—II *Projet* (Problem in Design), "The Interior Decoration of a Church." Drawings received, 2. Mentions awarded, 2.

Class "A" & "B" *Archæology*—II *Projet* (Problem in Design), "A Fifteenth Century Half Timbered

City House in France." Drawings received, 1. Mentions awarded, 1.

JUDGMENT OF FEBRUARY 3D, 1914

The Local Committee on Education in San Francisco received the following drawings for judgment:—

Class "B"—II *Analytique* (Order Problem), "A Summer House in a Park." Drawings received, 25. Mentions awarded, 16.

Class "B"—II *Projet* (Problem in Design), "A Moving Picture Theatre." Drawings received, 13. Mentions awarded, 8.

CURRENT NEWS AND COMMENT

ARCHÆOLOGICAL INSTITUTE OF AMERICA

The Syracuse Society, Archæological Institute of America, has completed arrangements for twenty-five lectures to be delivered by members of the society in Syracuse and Central New York. The purpose of the course is "to extend and deepen popular interest in the life and art of the past."

ROMAN ART CITY IS ASSURED

A correspondent of the Associated Press, writing from Rome states that the success of the project for the creation to the "Eternal City" of an international world centre of art is now assured. This "art city," as it is called, will consist of permanent schools and art galleries erected by the principal nations of the world, and will be on the site of the art exposition held in Rome some three years ago. Both Italy and England, it is stated, have completed permanent structures, while negotiations for those of Germany—Russia, and the Argentine Republic have just been closed.

STYLE IN ARCHITECTURE

Speaking in the Boston Library free lecture course, Mr. Ralph Adams Cram, architect, took for his topic on a recent occasion, "Style in Architecture." Referring to H. H. Richardson, he described him as the first great genius in American architecture, and stated that his memory will be revered, not as the discoverer of a

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new style, but as the man who made architecture a living art once more. Mr. Cram closed his remarks with the statement: "At present we are going backward, not to lose ground, but to gather momentum for a leap across the chasm which lies before us."

TOWN PLANNING IN FOREIGN CITIES

An article by Patrick Abercrombie, of Liverpool, Eng., published in a recent issue of the *Town Planning Review*, is an interesting analysis of what the several nations are accomplishing in the important work of town planning and the solution of housing problems.

Mr. Abercrombie states that in his judgment Germany has shown the greatest competence and that in that country a serious and successful attempt at studying the art of city life has been made.

In France the effort has been more along lines of study of conditions affecting the physical aspect of cities and towns. The organization for social study in France has not, it is claimed, reached the high state of careful research that Germany and England have attained.

While it is conceded that England has made one or two serious and, in a measure, successful efforts to provide model towns and secure some adequate housing conditions in its larger cities, Mr. Abercrombie is of opinion that the monumental features, so essential, have been largely neglected.

As to America, the author is silent, failing of allusion even indirectly to activities in this country.

JOHN MUMFORD, ARCHITECT, DEAD

John Mumford, architect, died on February 4, at his home in Brooklyn, N. Y., aged seventy-seven years. Mr. Mumford was in continuous practice in Brooklyn for a period of forty-eight years, and was identified with many important architectural undertakings. During the Civil War he was a draughtsman in the Navy Department, and, it is stated, drew most of the plans for the monitors that played

so important a part in the naval history of the Rebellion.

PROFESSOR GOODYEAR SAILS FOR EUROPE ON ARCHÆOLOGICAL INVESTIGATION

Professor Wm. H. Goodyear, curator of the Department of Fine Arts at the Brooklyn Museum and author of several important works on architectural refinements, has gone abroad for an extended sojourn. He will spend considerable time in Egypt where extensive excavations are in progress under the direction of the Egyptian Exploration Fund, to which the Brooklyn Institute is a subscriber.

Before his return Mr. Goodyear will visit Dublin, Ireland, where he goes, by special invitation, to deliver a series of lectures on "Mediæval Architectural Refinements."

GLENN BROWN, F. A. I. A., DELIVERS LECTURE IN PITTSBURGH

Mr. Glenn Brown, of Washington, D. C., formerly secretary of the American Institute of Architects, delivered a lecture recently before the pupils of the sculpture class at the Margaret Morrison Carnegie School, Carnegie Institute of Technology, Pittsburgh, Pa. Mr. Brown took as his subject "The Life of St. Gaudens," and illustrated his talk with stereopticon views.

PERSONAL

Mr. James T. Steen, architect, Pittsburgh, Pa., announces his removal to the Fulton Building, that city.

Mr. Austin Allen, architect, Joplin, Mo., has moved to new offices in the Frisco Building, that city, and has opened an additional office in the Scarrett Building, Kansas City, Mo.

Messrs. Hoffman & Mosse, architects, Rochester, Minn., have opened an office in that city, where they will practice their profession. They desire to receive manufacturers' samples and catalogues.

INDUSTRIAL INFORMATION

A NEW VEST POCKET BOOK ON ELECTRIC LIGHT AND MOTOR WIRING

A new vest pocket book entitled "Electric Light and Motor Wiring," by Geo. J. Kirchgasser, tells in plain English how the various systems of wiring are installed, such as the open knob, moulding, metal moulding, knob and tube, flexible and rigid conduit and armored conductor systems. Over 150 illustrations and diagrams aid in making the descriptions clear. This book has several distinctive features. It does not simply develop the National Electrical Code but tells how the installations are made and what the restrictions are for light and motor equipments. Calculation of wire sizes, very complete motor and controller connections, tables, etc., are included in the 270 pages of this book. The small size, only two and three-quarters inches wide, makes it possible to carry this book at all times. It can be used on the street car or train and referred to on the job. For the practical mechanic, electrical worker, contractor, electrical engineer, steam engineer, architect, student, etc., this book should be of considerable value. It is published by the Electroforce Publishing Co., Stroh Bldg., Milwaukee, Wis. The price is \$1.00.

PRATT & LAMBERT, INC., PRODUCE NEW CEMENT COATING

Recent literature issued by Pratt & Lambert, Inc., of Buffalo, N. Y., describes a new product manufactured by that company, to which the name of "Vitalite Cement Undercoating" has been given.

It is stated, however, that while this coating was produced particularly to provide an undercoating for use with Vitalite (the white enamel, manufactured by Pratt & Lambert), for large cement or concrete construction work, such as factory walls, etc., it can be used underneath any paint. It is claimed that this new coating followed with vitalite will prove as economical as many cheaper and inferior

paint finishes, while it produces a very much better effect.

It is recommended that two coats of Cement Undercoating should be applied, the first being thinned twenty per cent., and the second applied without thinning. The first coat will, it is stated, after being thinned, cover approximately 300 square feet, and the second 275 square feet. Two coats of Vitalite are required over this foundation for a satisfactory finish. It is understood that the covering capacity of both Vitalite and Cement Undercoating will vary, depending on the texture of the surface.

Samples of this new product, as well as Vitalite, together with prices and all other information of interest to possible users, can be obtained by addressing the manufacturers.

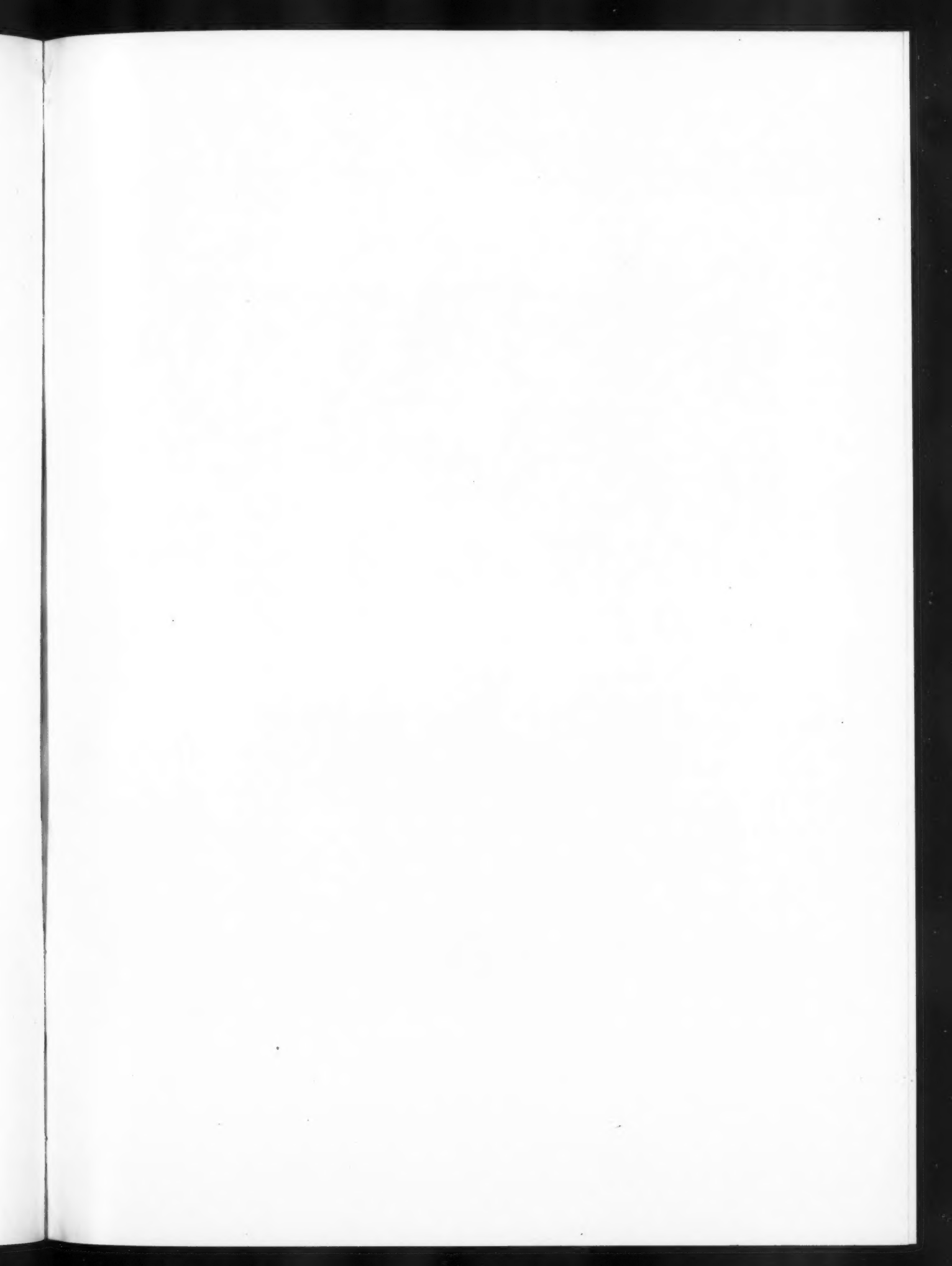
SCHOOL AND PLUMBING FIXTURES

The N. C. Nelson Manufacturing Company, St. Louis, Mo., manufacture an extensive line of plumbing and sanitary specialties. In a recently issued catalogue there is illustrated school plumbing and fixtures which, they state, are specially designed to meet requirements of installation in this type of building.

The pamphlet referred to, and which may be had upon request, illustrates a number of important school buildings that have been equipped by this company. It will be found of interest as a partial record of recent development of school architecture in the United States.

SPECIFICATIONS FOR STEEL FRAMED STRUCTURES

The American Bridge Company of New York has issued a pamphlet containing material for specifications for steel structures, covering design, details of construction and workmanship. It includes a series of tables on safe loads for sections used as beams, and a very comprehensive article explanatory of the tables and their methods of use. In fact this pamphlet is almost encyclopædic in character and will make a valuable reference work in the architect's specification file.



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DOORWAY, PALAZZO BERNARDINI, LUCCA, ITALY