

THE AMERICAN ARCHITECT

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ARNOLD W. BRUNNER
ARCHITECT

THE CITY ENTRANCE

STUDIES FOR CITY OF ALBANY, NEW YORK

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Described by ARNOLD W. BRUNNER

THE American city, considering all the circumstances, has made great and encouraging progress during the last few years. Our ideals are quite different from those of past centuries and our cities have not the freedom of action

that is possessed by German cities which are practically little republics with power to do almost anything for the public good.

The strong individualism that has characterized America has prevented the consummation of many schemes for the general wel-

THE AMERICAN ARCHITECT

fare, and we are only now beginning to realize that while the rights of the individual must be preserved they should not be per-



PLATE 2

mitted to run counter to the rights of the community.

However, the impressive beauty of these older cities and the wonderful practical re-

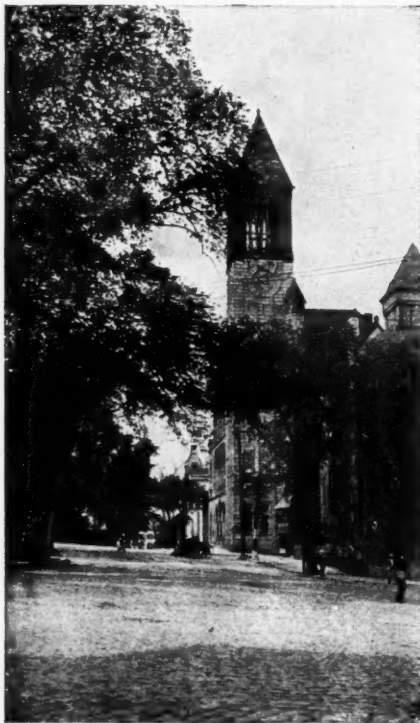


PLATE 3

sults that they have achieved must always command our respect and admiration. Their experience, after making due allowance for the difference in conditions, is of the greatest

value to us and we are obliged constantly to turn to them for inspiration.

On April 23d, 1912, I was requested by the Hon. James B. McEwan, Mayor of the City of Albany, New York, to prepare studies for the improvement of the city, and especially to suggest a scheme for the termination of State Street and the arrangement of the water front.

I have included in my report a number



PLATE 4

of photographs showing the present aspect of certain parts of Albany. Some of these conditions are already being corrected, but these pictures will serve as records of the neglected river front, the unpleasant tangle at the east end of State Street and other unfortunate situations that are soon to disappear but which it is well to register in our minds "lest we forget."

The City of Albany is the oldest chartered city in the United States. It was first sighted by white man in the year 1540, and it was settled by the Dutch in 1624.



PLATE 5

STATE STREET,
LOOKING TO-
WARDS THE
CAPITAL

Old prints of the date of 1805 show substantial houses and every indication of a thriving community. It is noticeable that each house insisted upon its own individuality and that the gables, some of them plain and some "stepped up" are of different heights and angles. No two are alike. Some are parallel to the streets, others present their gables to it. Each owner exercised his own architectural rights and the only rule seemed to be an entire absence of rule. The city was most picturesque and the sky outline, while low, was constantly broken. Market Street, now Broadway, contained a row of houses in which not a single one conformed in any way to its neighbor. Even the trees seemed to be planted without any regard to lines of streets or other considerations of order.

As the city has grown these peculiarities have not been lost and to-day Albany is essentially picturesque. Situated on hills on the west bank of the Hudson, its natural growth has been irregular and it possesses an individuality among our cities that is most pronounced. It has progressed remarkably in every way and even Baedeker, whose descriptions are generally so terse and dry, is moved to say in his Handbook for the

United States "that it is well built on the whole, with many fine buildings and retains much of the clean, comfortable and easy-going character of its original Dutch foundation."

I have endeavored to take these characteristics into account in making the following studies. It would seem a calamity to attempt to formalize the City of Albany or to try to change its plan to make it resemble those stately cities where the architecture is formal and where the streets all cross each other at right angles and where steep hills do not exist.

The architecture found in Albany is interesting and, as has been stated, varied in character. The City Hall is one of Richardson's most beautiful buildings. It is constructed of the materials that he always preferred, a warm granite combined with brown sandstone and the composition is unusually charming. The corner tower is an exceptionally fine piece of design and the entire building possesses a picturesque charm to an unusual degree. The Albany Academy is an illustration of graceful Georgian architecture, and while it suffers perhaps from the sombre color of the stone of which it is built, it is extremely satisfactory in propor-



PLATE 6

FIRST STUDY BY
THE ARCHITECT
FOR THE PLAZA

tion and in general effect. The State House is a white marble building designed in severe Classic style with a façade broken by a portico of six Ionic columns supporting a pediment, the entire effect being one of dignity and simplicity. Immediately adjoining the State House there is to be a new Court House of modern Renaissance architecture built of gray limestone. The Educational Building, with its imposing colonnade, shields the Albany Cathedral, which is of English Gothic, and there are dwelling houses on each side of Capitol Park, many of them good examples of Colonial style, and all of these are within a stone's throw of each other. Greater variety could not be desired and here is well exemplified the hereditary desire for individuality that has always characterized Albany.

The only possibility for successful formal treatment is in the group to the west of the Capitol; everything else is naturally irregular and picturesque. Even the Capitol is not on the axis of State Street, but is placed without any regard to its splendid site and stately approach.

State Street is one of the most important and impressive streets in the State of New York, and it leads from Capitol Hill down to the river. There, unfortunately, it literally goes to pieces in a tangle of mean streets and wretched buildings. Its outline is irregular and its grade is steep.

State Street has had an interesting history. It was always a wide space, more like a long park or common than a street. The

Dutch Church was originally built at the intersection of Broadway and State Street, and the fort and the English Church were built further north, and between these churches the market wagons congregated so that it became the public market place of Albany. State Street is now 145 feet wide at Pearl Street and 156 feet where it meets Eagle Street. From Pearl Street it narrows until it reaches Broadway, its narrowest point, where it is 100 feet in width. The sidewalks are approximately 25 feet wide. Its exceptional size may be realized when we compare it with certain noted streets of Europe.

To-day State Street, notwithstanding its size, is unsatisfactory and many propositions have been made for its improvement, but after trying various schemes for parking in the middle and at the sides, and making designs based on the *motifs* of other large and famous streets, I have abandoned them all, feeling that it was essential to preserve the character of the street as it is and simply improve it.

Its individuality would be entirely altered by strips of parking and there seems but small chance of success in this treatment, considering the steep grade that exists. Accordingly, I have merely suggested a change of the curb lines on the south side so as to widen the sidewalk and a continuation of the beautiful elm trees of Capitol Park down both sides of the street as far as Pearl Street. Lining State Street with the picturesque elms, which grow so well in the clay soil of

THE AMERICAN ARCHITECT

Albany, will, I believe, emphasize its present expression and properly connect it with Capitol Hill. A street of this width needs trees and in Albany the climate demands them, and the new sidewalks will be amply wide for the purpose. One of the survivors of the row of noble trees that once existed and which should be replanted may be seen in the accompanying photograph.

As we have before noted, State Street is not on the axis of the Capitol and looking up the hill we see not the center of the building, but one of the interesting corner towers with its roof peering above the mass of foliage forming a charming vista.

The plan also indicates the position of additional electroliers, the present number being doubled. A street of this importance cannot be too well lighted and it should declare its character by brilliant illumination which would be inappropriate in residential districts. A new pavement for State Street is contemplated this year and it will be wise to put electric conduits in place so that when additional electroliers are erected the pavement need not be disturbed.

In the numerous discussions that have been held about the treatment of the east end of State Street I found that there was a

strong and perfectly natural desire to secure a view of the Hudson River, but upon investigation it appeared that this would not be a view of the Hudson at all. The view in reality would be one of a large railroad yard with passenger and freight trains, some on grade and others elevated, the New York Central & Hudson River Railroad Co.'s bridge and the unfortunate Round House on the other side of the river. Accordingly, it seemed much better to obliterate this so-called "view" and create a Plaza surrounded by buildings that would effectually screen these activities from sight.

The type of building indicated in the sketch for the east side of the new open space has steep roofs with dormer windows and was designed so as to accommodate itself to the form of the Plaza and harmonize to some extent with the United States Post Office. A picturesque tower placed on the axis of State Street was the most important feature of the design and this is intended to form a termination to State Street and close its vista at its eastern end in character with the beautiful prospect at the other end.

The present attitude of the city to the railroads, and the railroads to the city, is of a piece with the change of method that is be-



PLATE 7

STATE STREET,
LOOKING TO-
WARDS THE
RIVER—AS IT
IS NOW

THE AMERICAN ARCHITECT

coming evident throughout the country. Publicity has done much to clear the air and negotiations are now conducted in a business-like manner. The city needs the railroads just as much as the railroads need the

and to carry it on successfully, but it demands that due consideration be paid to the desire of the city for an orderly and unobjectionable arrangement that will not destroy values and produce ugliness and posi-



PLATE 8

FOOT OF STATE STREET, LOOKING EAST—AS IT WILL BE

city, and it being admitted that their prosperity is of mutual concern, a spirit of fairness has arisen in their relations to each other.

Albany wishes to give the railroads every facility necessary to extend their business

tive disgrace. On the other hand, the railroads are beginning to understand that this demand is reasonable, that it is backed by public opinion, and further, that the approbation and goodwill of the public constitute a real asset in their business. The policy of

THE AMERICAN ARCHITECT

Albany is declared, grade crossings are to be abolished, railroad facilities, both for freight and for passengers, are to be greatly increased, and the order, dignity and beauty of the city enormously enhanced.

The Albany water front had long been given up to commerce. Railways, steamships, factories and warehouses had seized it and ruined it. Their activities were carried on in a slipshod manner without order or system, as may be seen in the accompanying photographs. The devastating ugliness of the old water front can no longer be endured. The demands for commercial efficiency combined with a growing pride in the appearance of the city have dictated a new order of things. The rights of the community are now being recognized as not subservient to the claims, or whims, of the individual, and the individual or corporation now appreciates that order, regularity and even a certain amount of beauty are of absolute advantage to success in business.

The new water front will possess "order and completeness" and the beauty that arises therefrom, the beauty that is the result of successfully designing a thing to suit its purpose. Quay Street will be broad. The various buildings for the freight and passenger service of the Steamboat Companies will be orderly and well designed. The railroad tracks will be elevated and the railroad yards concealed from view. Pedestrians and the vehicular traffic are to be provided for by new roads and sidewalks, and all existing

grade crossings will be entirely abolished.

As Mr. Andrews has explained the city will actually own its own water front and further will reclaim a part of the Hudson River which will be dredged so that the harbor will contain deeper water than at the present time and all of it will be navigable for large boats. An intercepting sewer and disposal plant are being constructed so that the water of the Hudson will be kept clean, and in doing this Albany is setting an excellent example to other river towns.

Broadway connects the new Plaza directly with Quay Street. It is to be made 100 feet wide, the roadway 60 feet and the sidewalks 20 feet, and where it reaches the water front it is to be spanned by a bridge which will carry the railroad tracks overhead. This bridge should be designed with the greatest care as the juncture of Broadway and the water front is a most conspicuous position and the whole effect of the improvements may be ruined by an unsightly bridge. The spans are probably too great and the headroom not sufficient for masonry arches, but a bridge can be designed that will be attractive and at the same time perfectly fulfill its practical uses. There are many examples of bridges and viaducts by which we may be guided in this case and the city should demand the best design obtainable for this important structure.

The concrete walls can be made interesting by rusticated piers and simple panels and appropriate mouldings. In other words

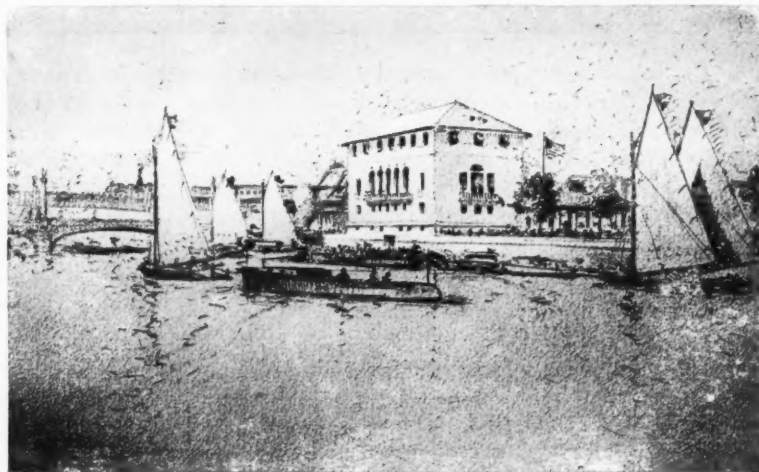


PLATE 9

SKETCH OF STATE
STREET PIER

THE AMERICAN ARCHITECT

they must be *designed* and not left to chance. A wall of this sort can be made quite decorative but not necessarily expensive by the exercise of skill and thought in its design.

The freight trains and yard in connection with the Hudson Navigation Co. are to be screened from view by a covered passage that will provide a platform for shipping and at the same time present a pleasing appearance from Broadway. This is to be

that radical improvement is necessary. The large area for the waterside park is arranged so that it provides fine, shaded walks parallel to the river and an adequate playground for children, which may contain a wading pool, swings, sand piles, etc., and a shelter or pavilion.

This park will prove to be a most unusual feature as it has advantages that can seldom be found. It has a splendid frontage on the

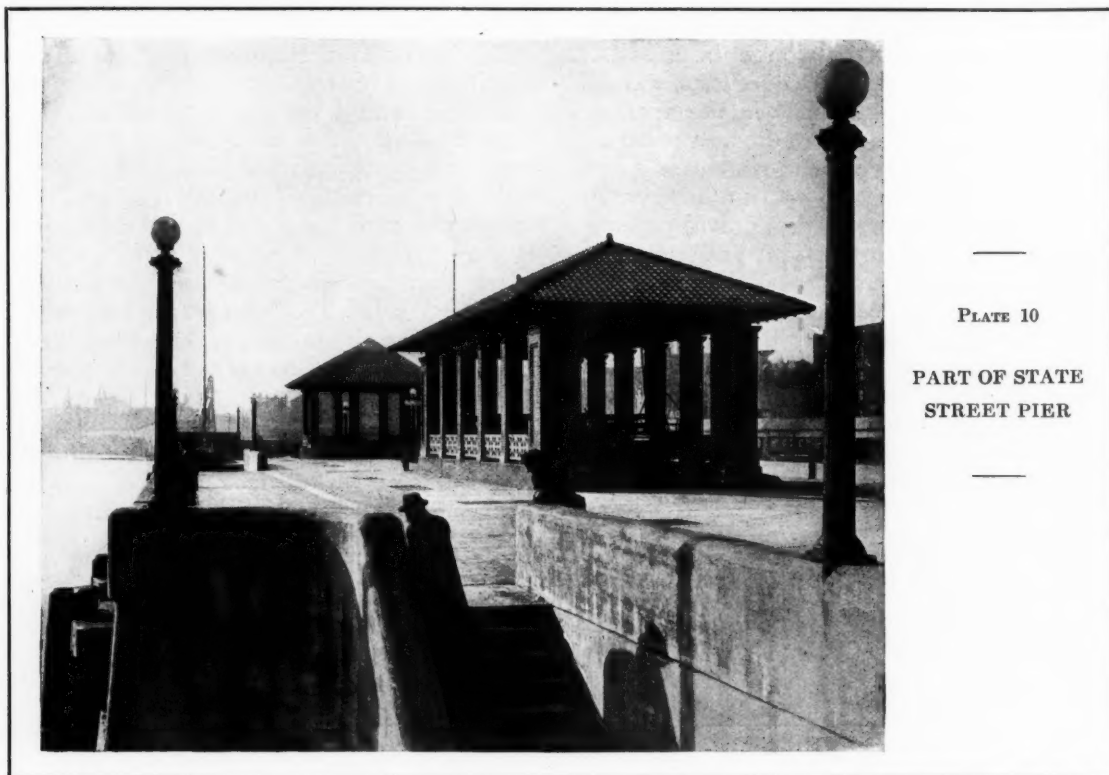


PLATE 10

PART OF STATE
STREET PIER

built in the same manner as all the buildings for the Steamship Lines on Quay Street, which are to conform as much as possible to the architecture of the small structures on the State Street Pier.

The same materials and the same red tile roofs are to be used, so that while a symmetrical arrangement is unnecessary, and in fact impossible on account of the line of the water front and the varied uses to which these buildings are to be put, there will be a general uniformity of effect.

The present condition of the water front from Madison Avenue to the Rensselaer Bridge is shown, and it cannot be doubted

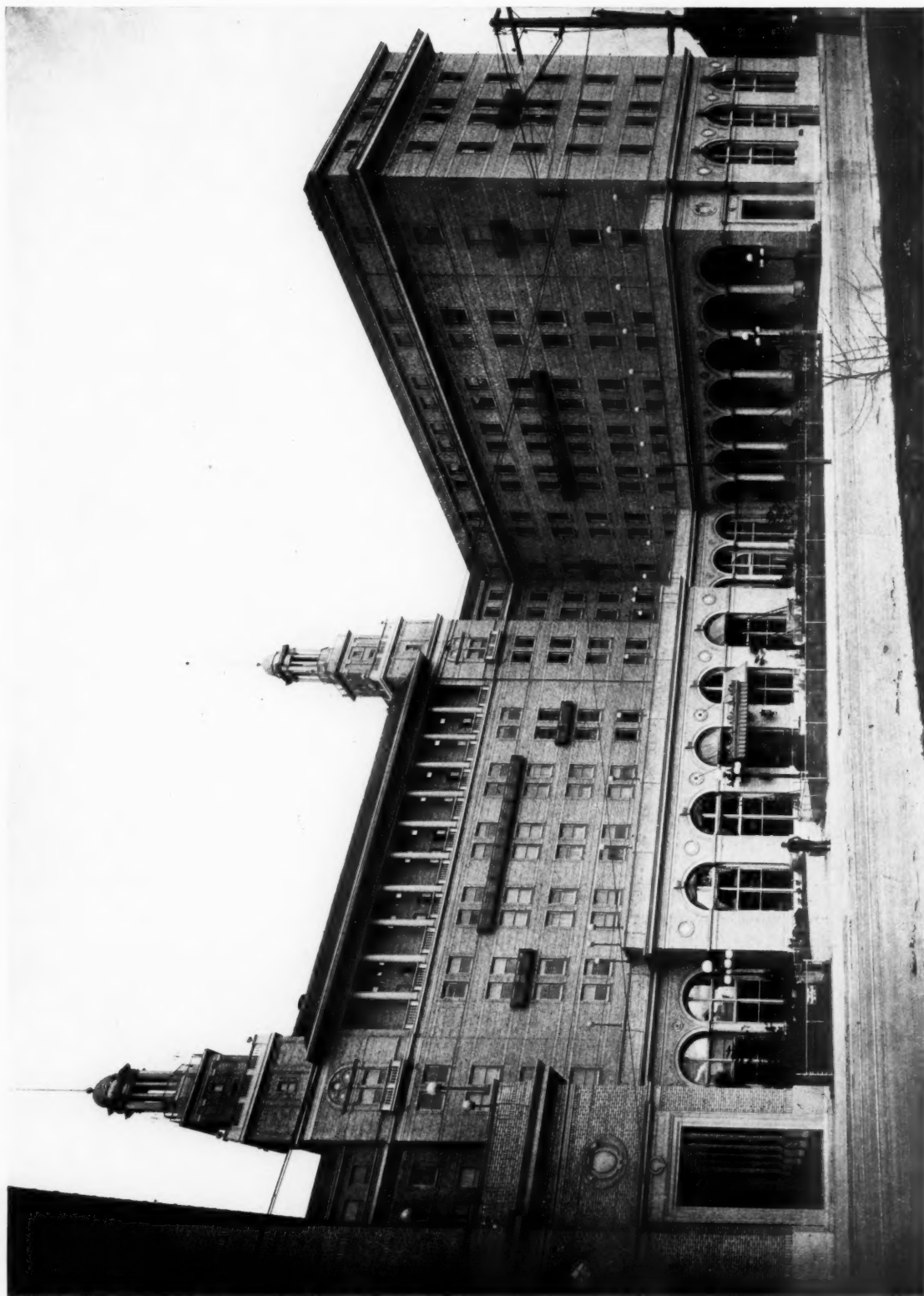
river and it is shielded from the railroads by a concrete or masonry wall on the land side so that it can be made an agreeable recreation ground, not only for children but for adults.

A small portion of ground is indicated for a park on the south side of Rensselaer Bridge so that the approach to the city will be among trees and grass and not shut in between factories and warehouses.

While the Railroad Station has generally taken the place of the City Gate, and is usually the only approach to the modern city, Albany possesses not only a splendid

(Continued on page 128)





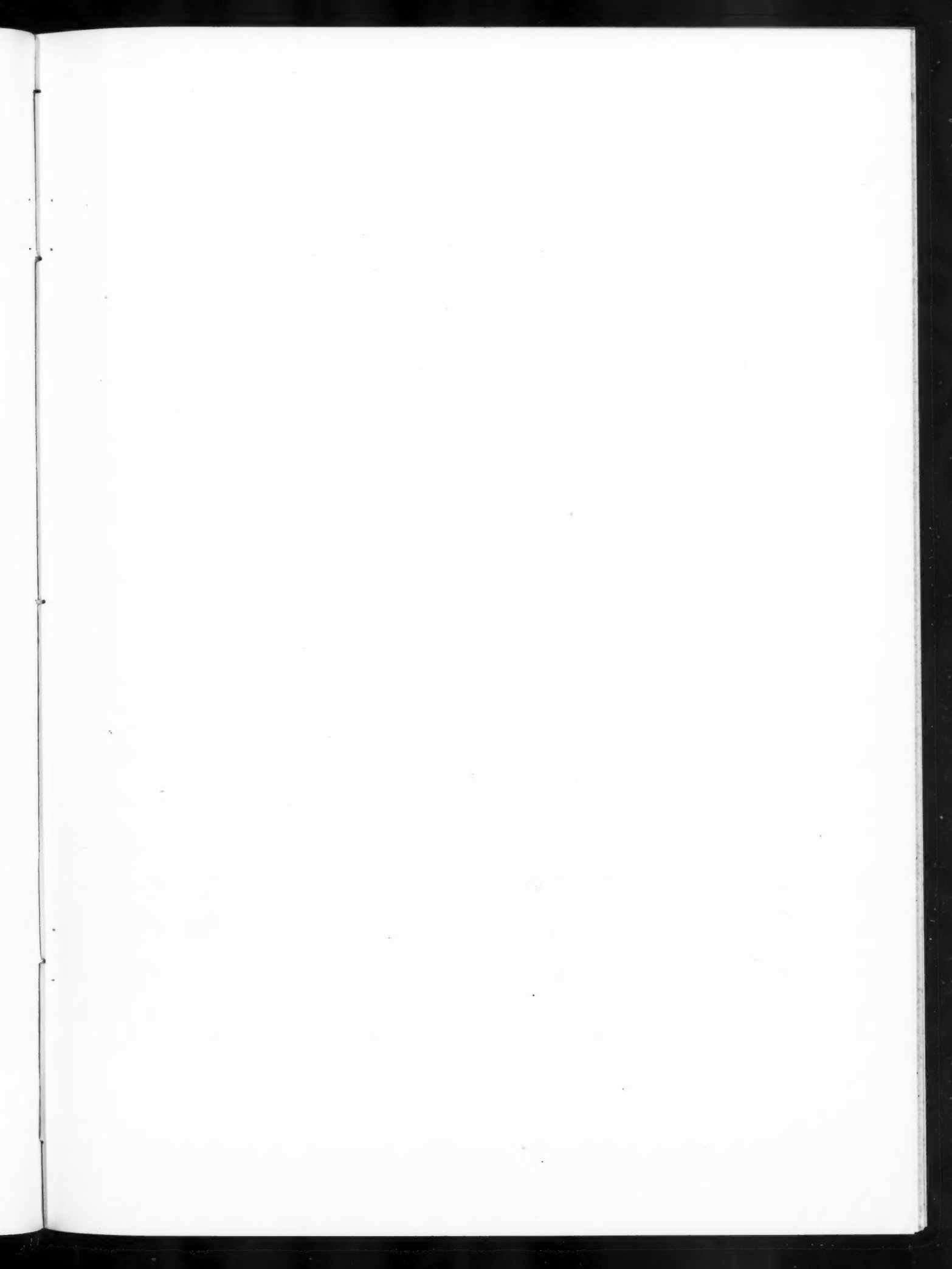
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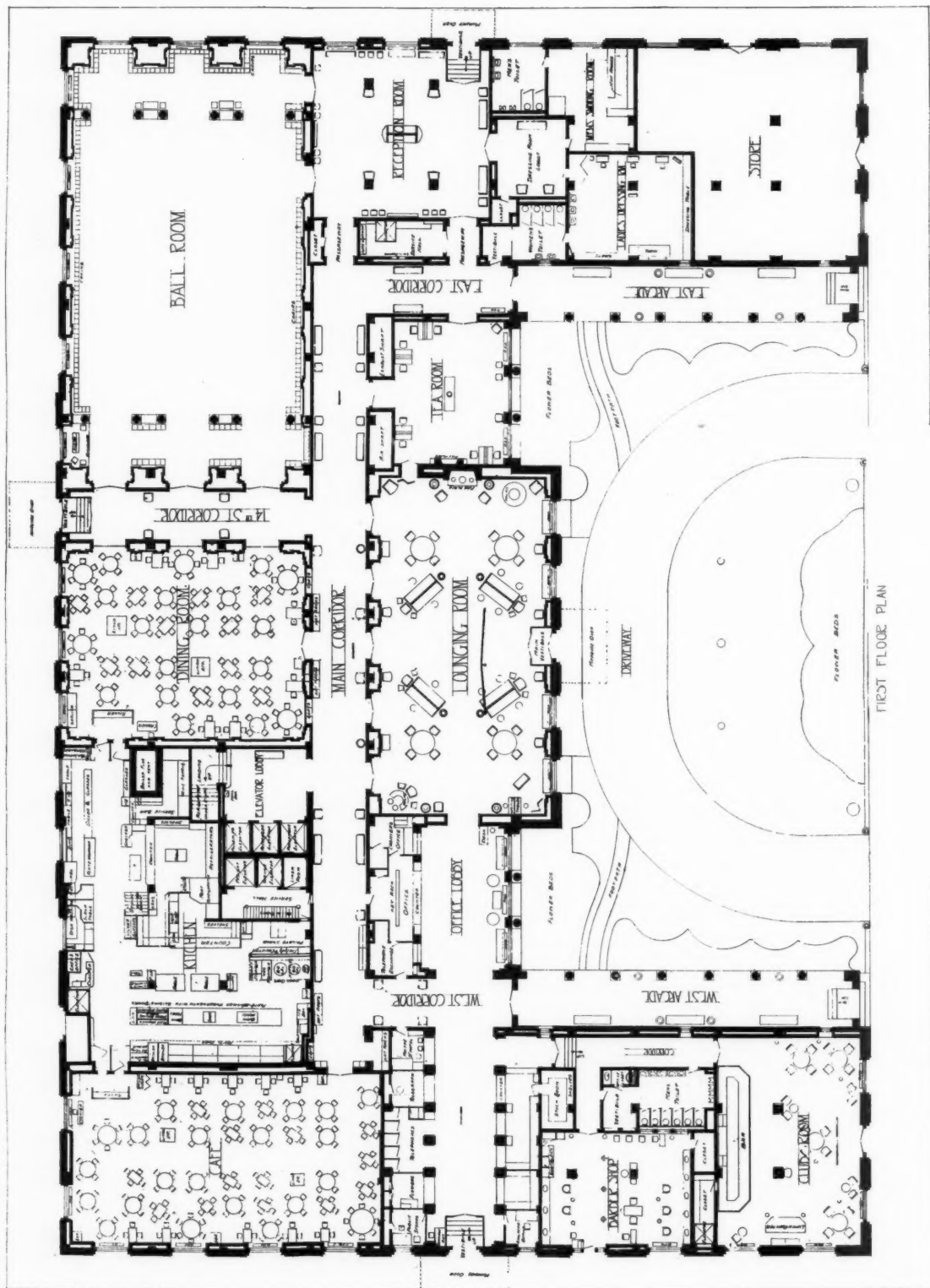


THE COURTYARD

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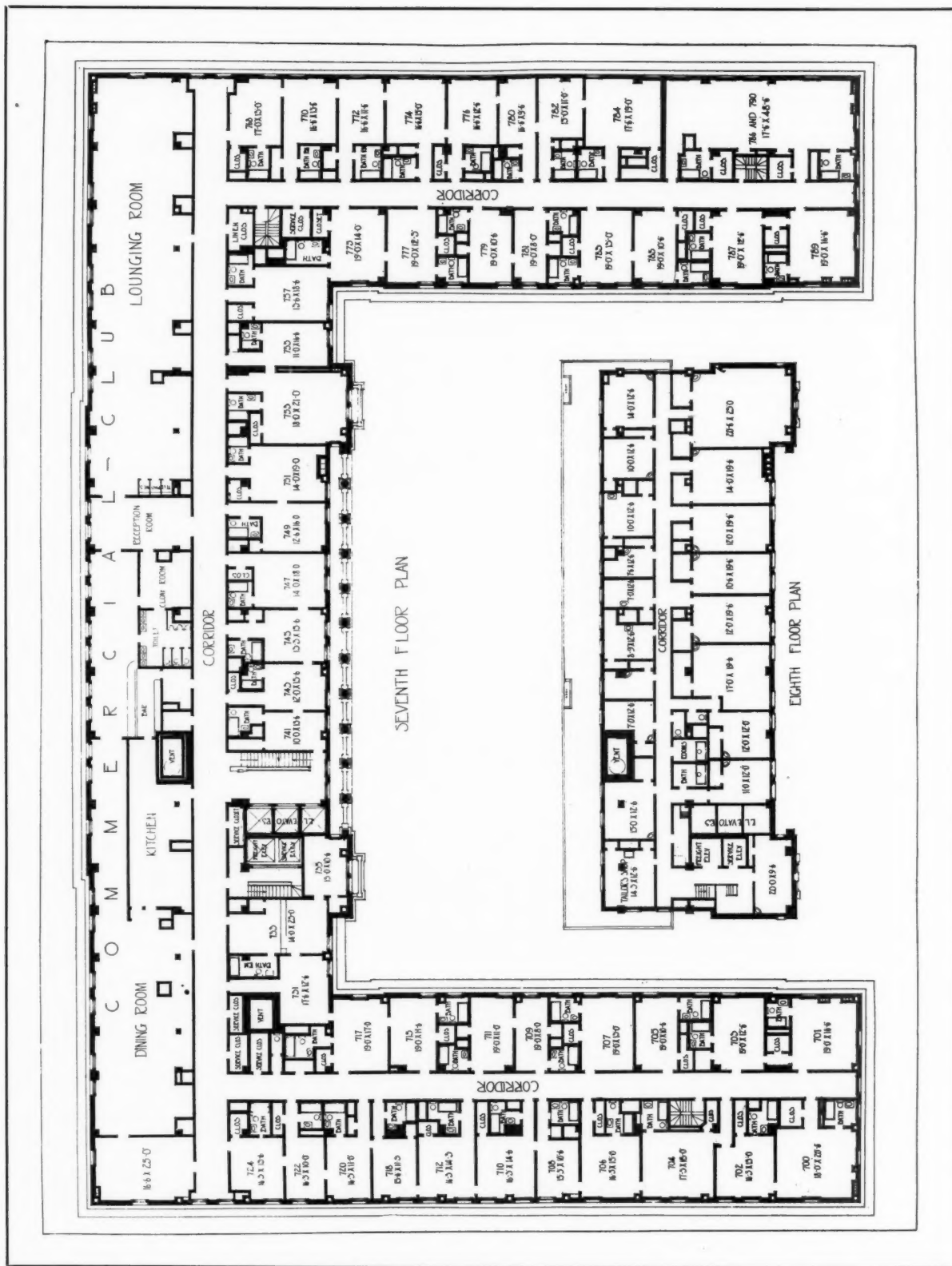


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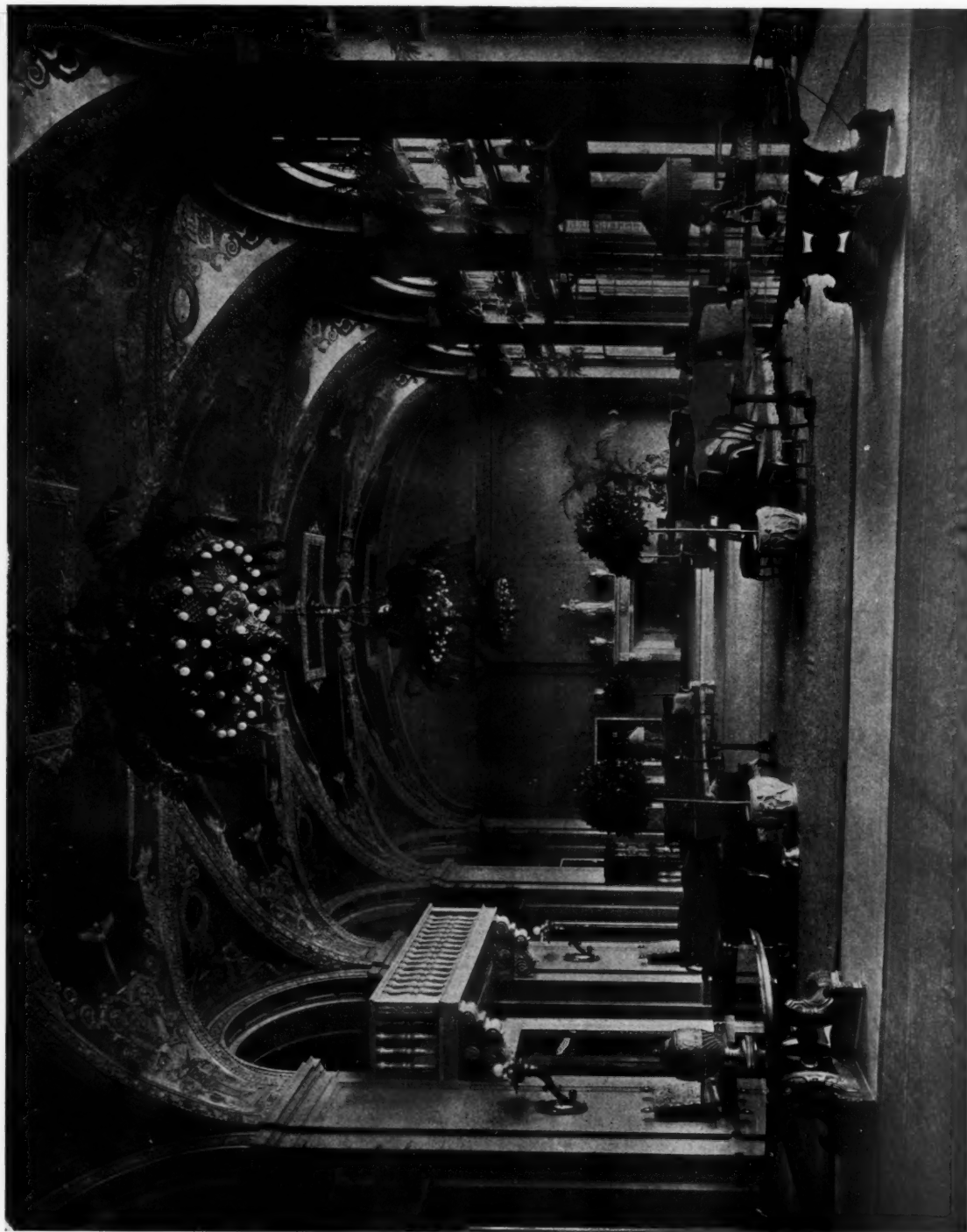
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AUGUST 26, 1914



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THE LOUNGING ROOM

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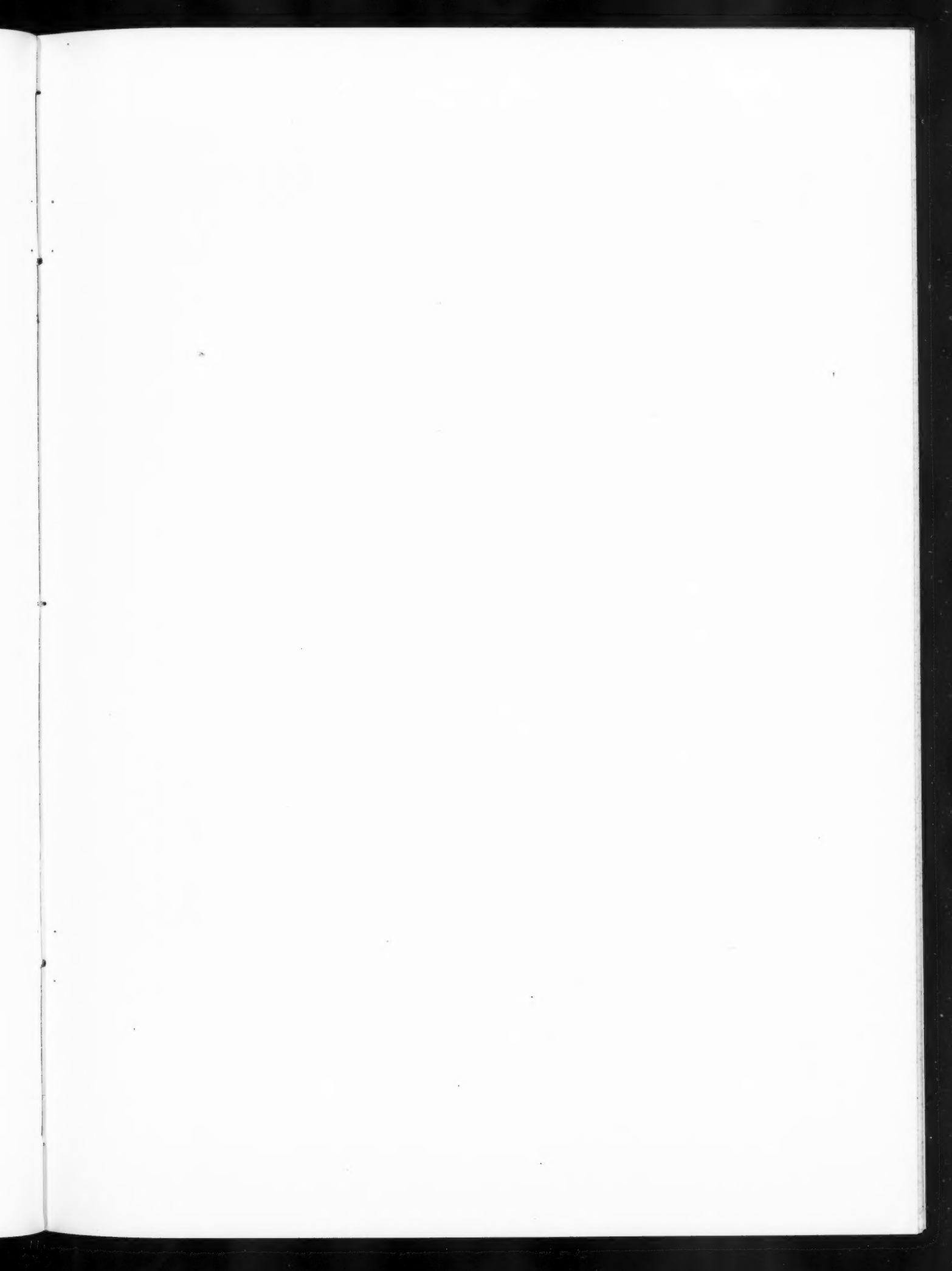
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DETAIL OF THE LOUNGING ROOM

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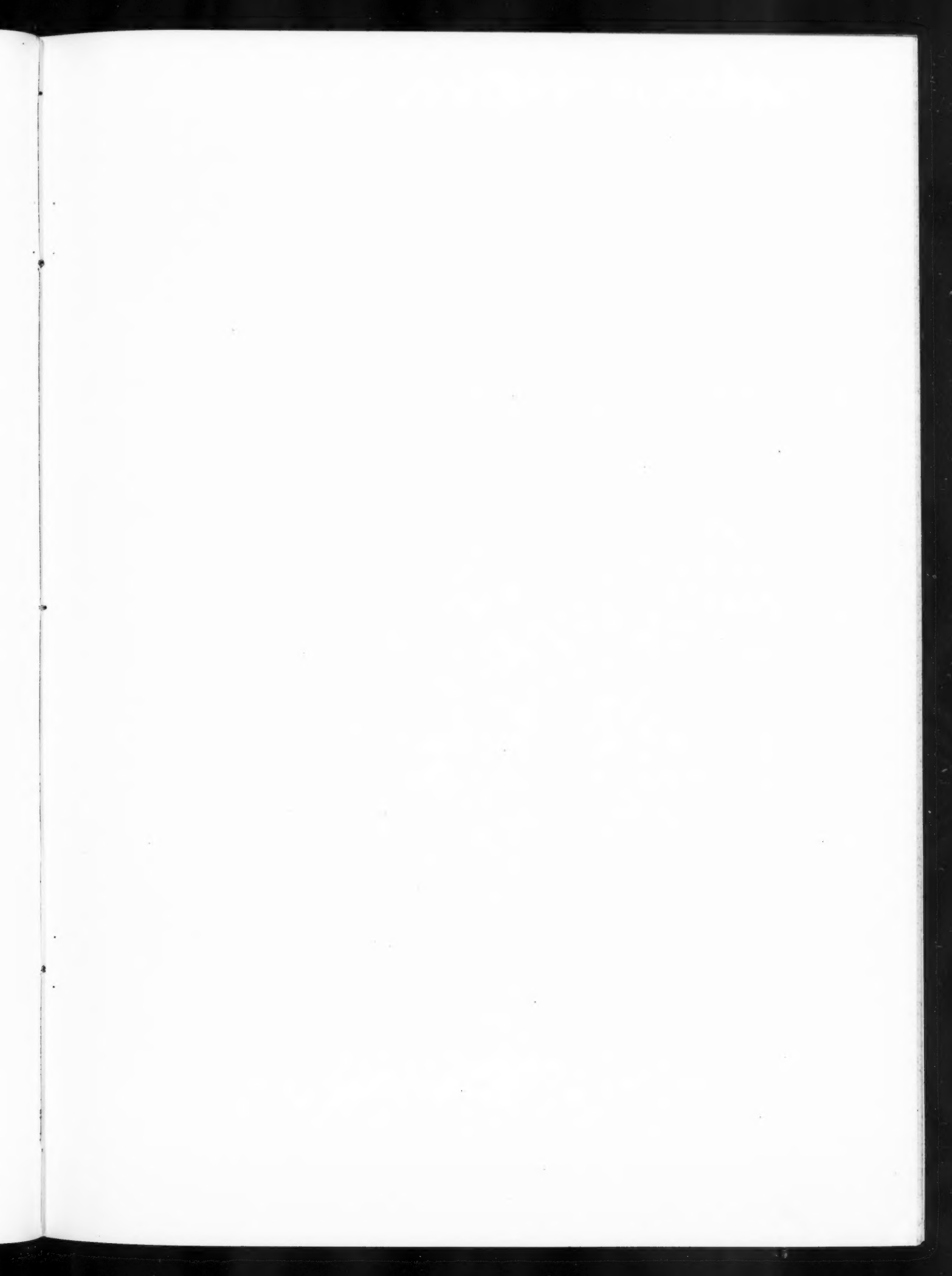




BALL ROOM CORRIDOR

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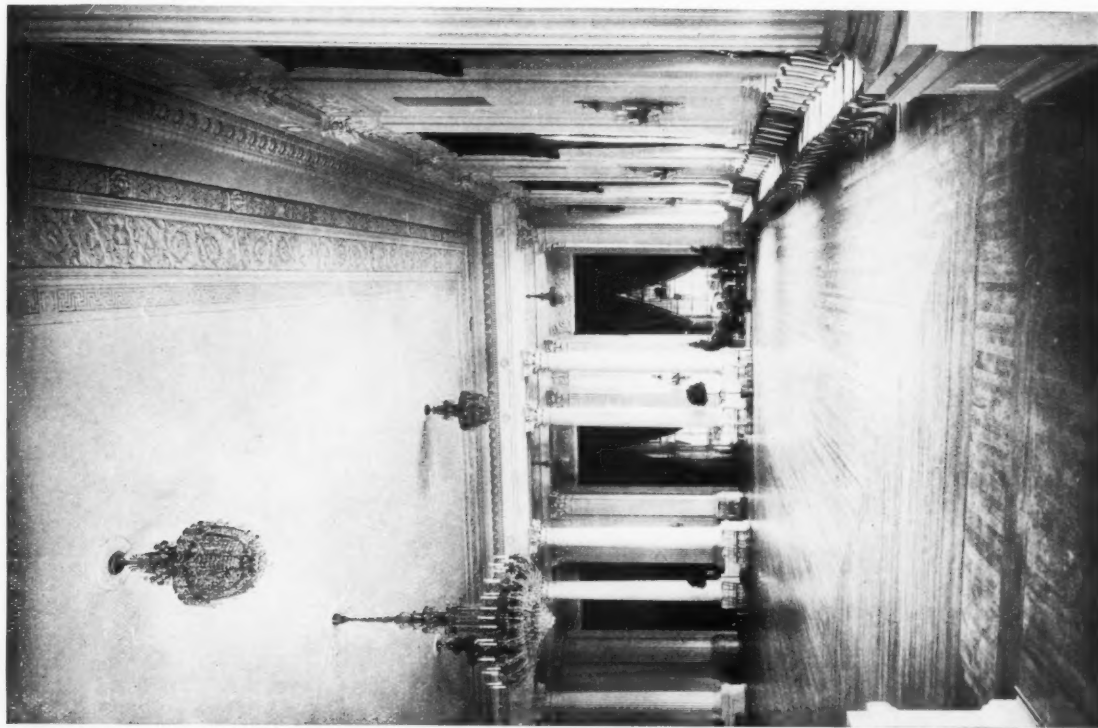
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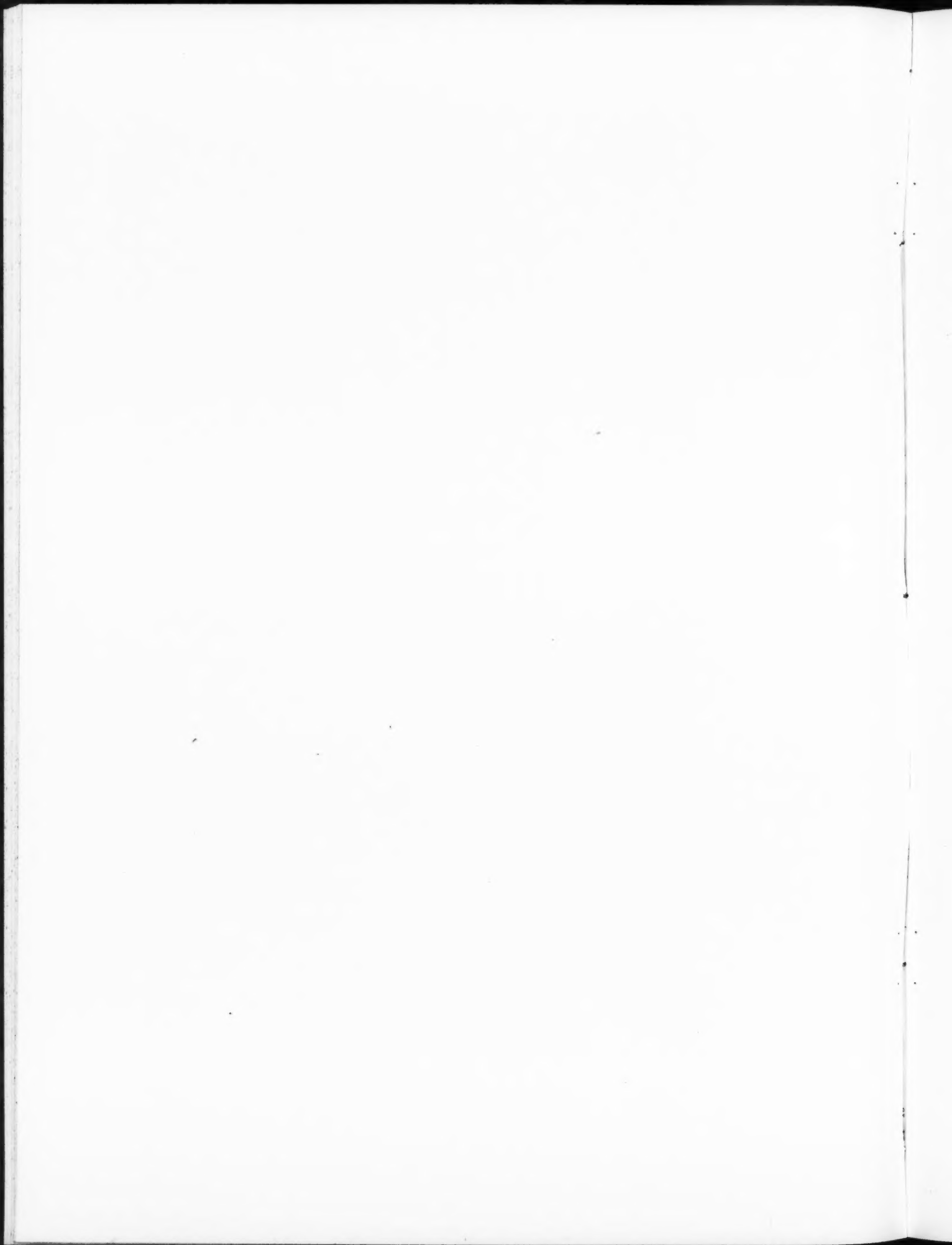


RECEPTION ROOM



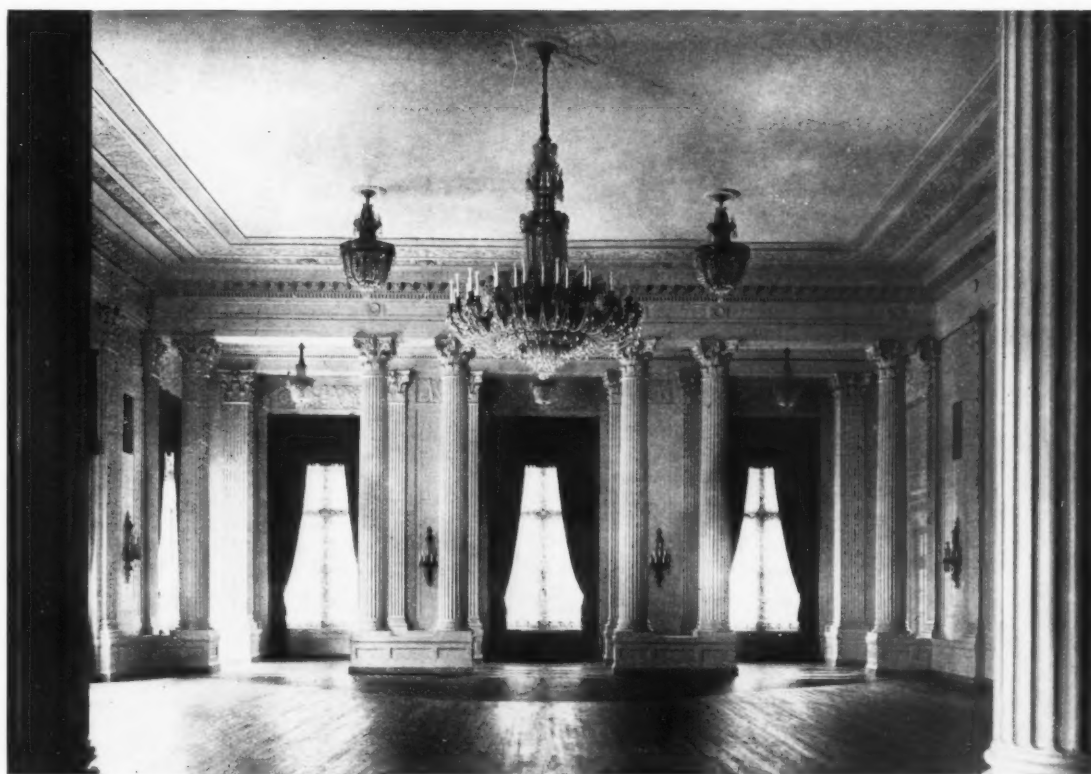
BALL ROOM

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TEA ROOM



BALL ROOM

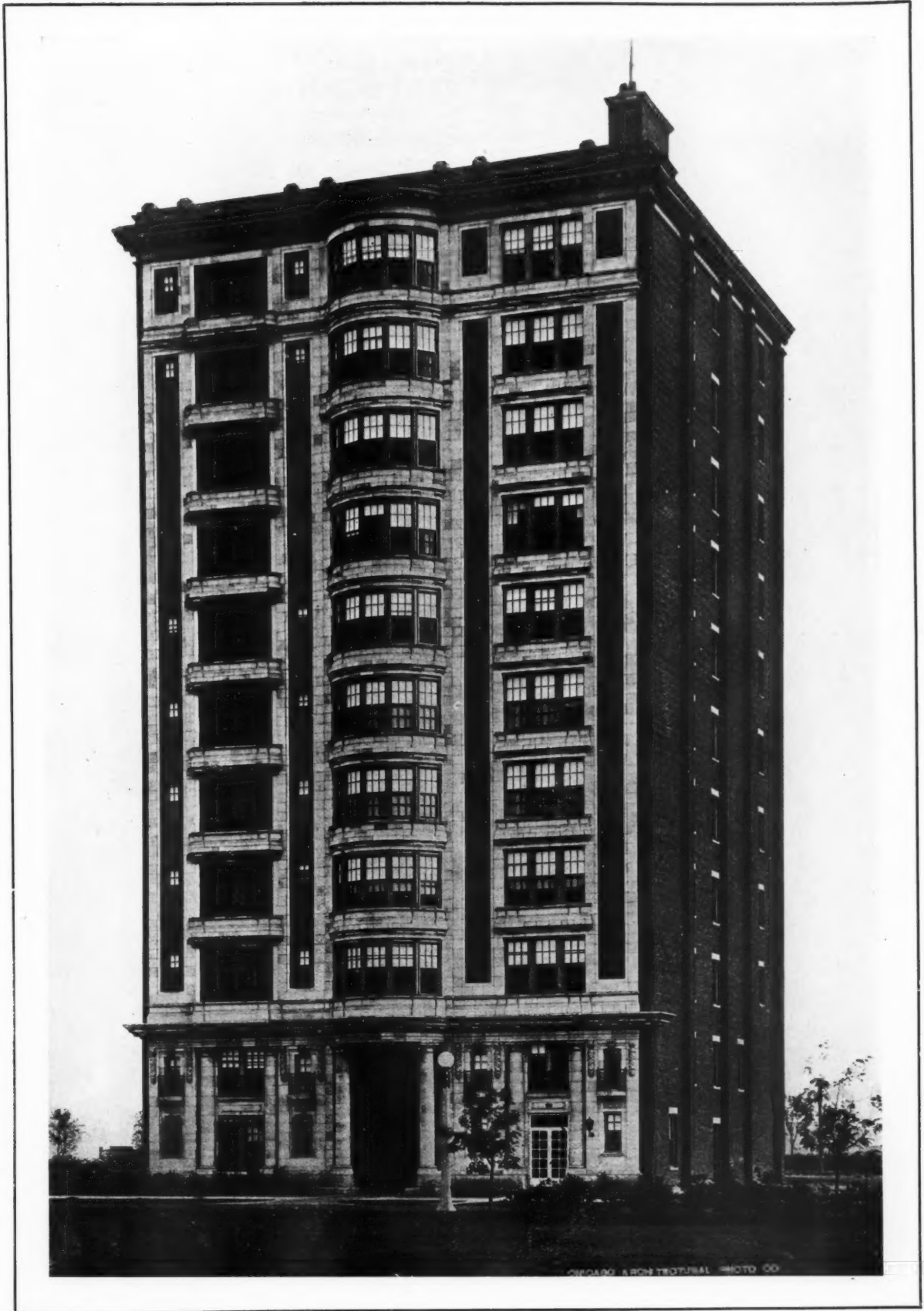
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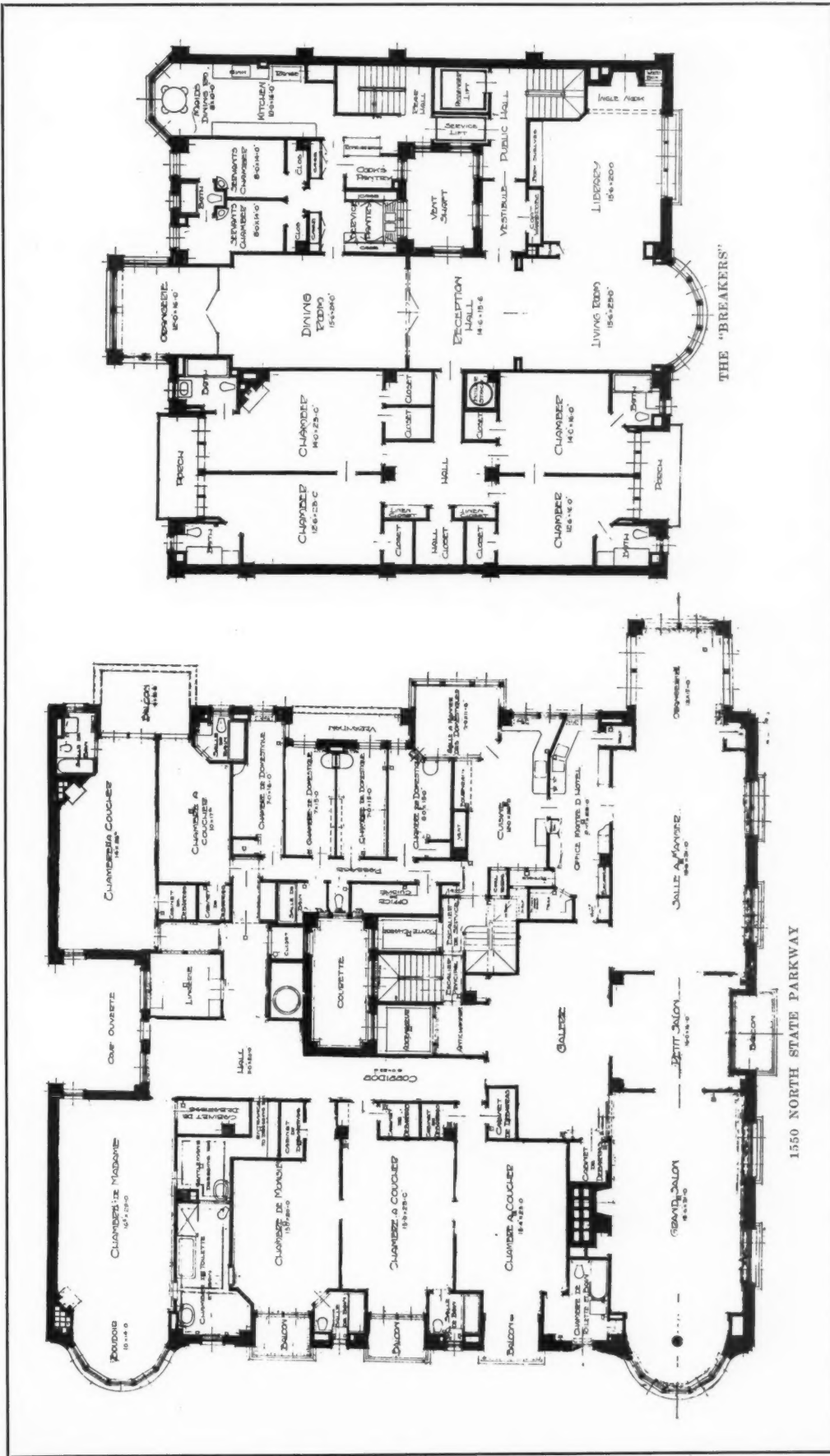
APARTMENT HOUSE, 1550 NORTH STATE PARKWAY, CHICAGO, ILL.

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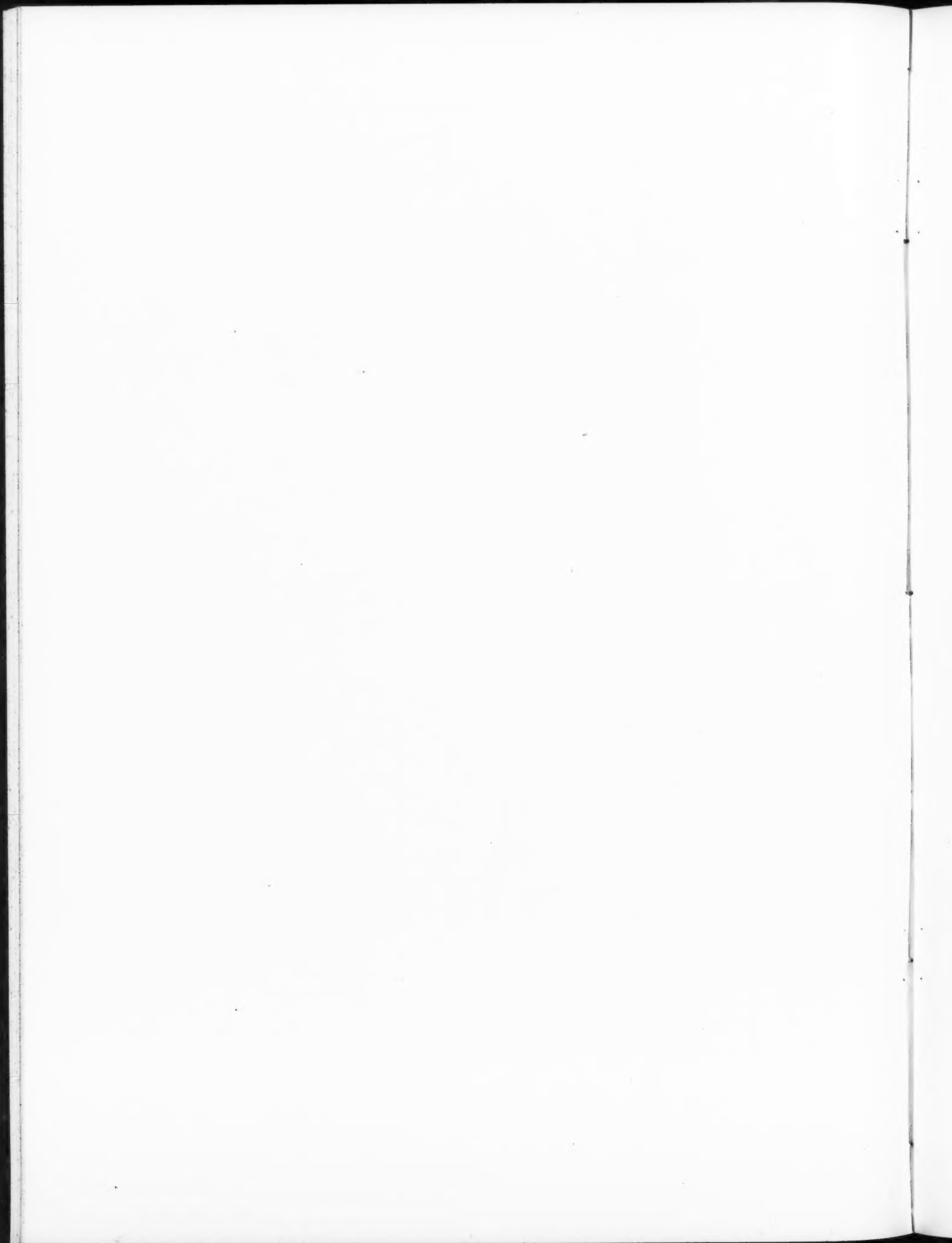


THE "BREAKERS," LAKE SHORE DRIVE, CHICAGO, ILL.
MESSRS. MARSHALL & FOX, ARCHITECTS





TYPICAL FLOOR PLANS, CHICAGO APARTMENT HOUSES
MESSRS. MARSHALL & FOX, ARCHITECTS





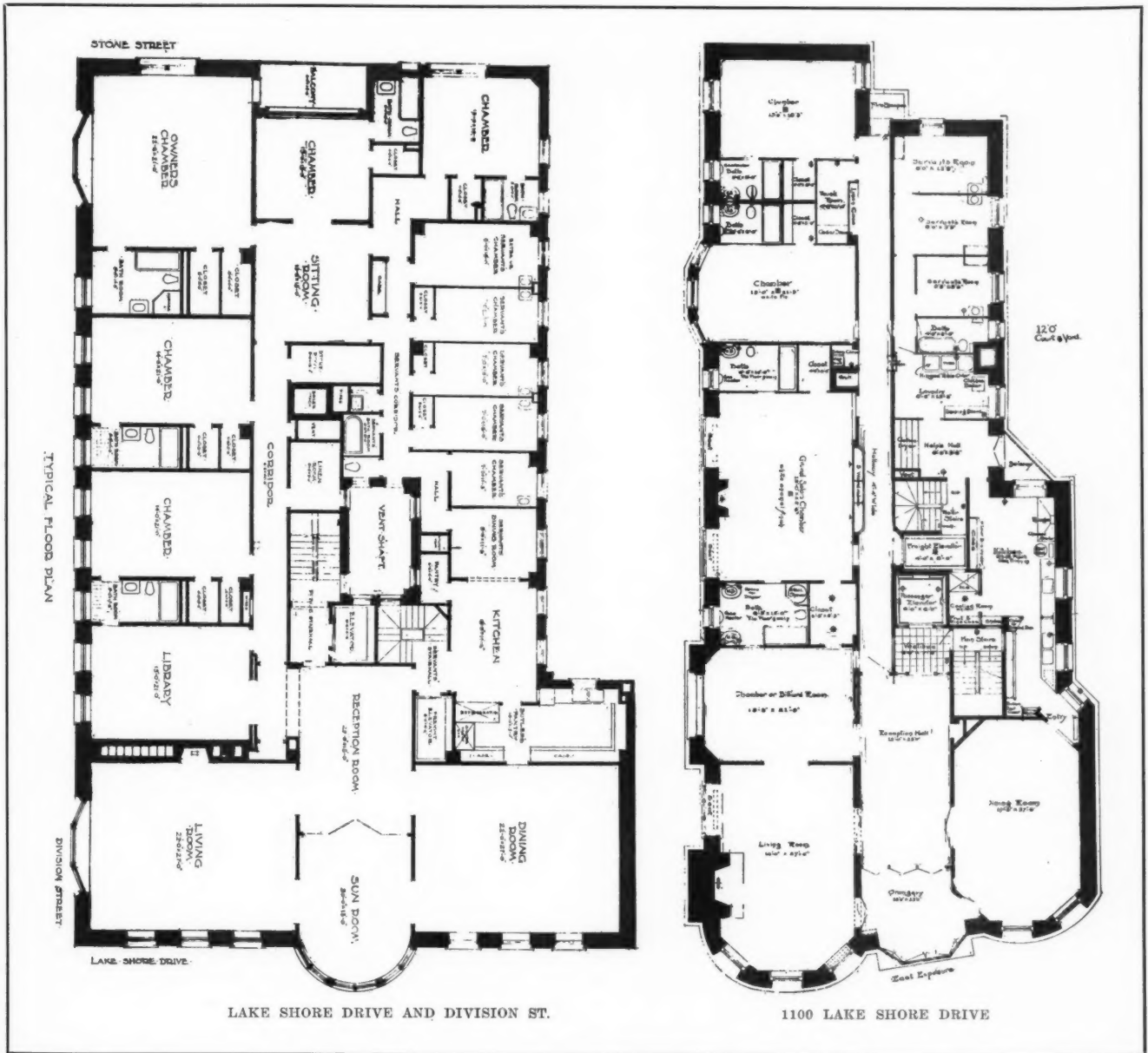
APARTMENT HOUSE, 1100 LAKE SHORE DRIVE, CHICAGO, ILL.

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TYPICAL FLOOR PLANS, CHICAGO APARTMENT HOUSES

MESSRS. MARSHALL & FOX, ARCHITECTS

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FAILURE OF MUNICIPAL ENFORCEMENT THE SIGNAL FOR STATE BUILDING CODES

Recent building legislation in a principal city of the Pacific Coast seems to emphasize the desirability of State building codes which shall establish minimum standards of safety in every municipality within its limits, these standards to be increased when desired, but not diminished, by special city ordinances.

It appears that heretofore the height of buildings within the inner fire district of the city in question has been limited to 160 feet, permitting about ten stories. A short time ago, however, a firm desired to erect a new building to a height of fourteen stories and asked the city council to grant a special permit for the structure. This the council objected to doing and decided by a vote of four to one to increase to 200 feet the height to which all buildings within the inner district may be erected. Knowing nothing of the particulars in this case, except as reported locally, it yet seems to us that the council as a body acted somewhat hastily in enacting legislation of such importance to the city. Some building experts claim that where land values are normal, a height of

more than ten or twelve stories in a commercial building is not economical, and in the city referred to, there appears no legitimate reason for that civic congestion which is incident to excessive land values. Possibly the council reasoned that a height limit of 160 feet should be enforced only until someone cared to exceed it, and so good-humoredly acquiesced in the request for permission to do so.

The same city council indefinitely postponed further consideration of the proposed ordinance permitting the erection of one-story mill-construction buildings within the inner fire district—a wise refusal, said to have been due to pressure from the insurance underwriters who feared that many such structures would be erected. Perhaps it is difficult for good-natured and accommodating city councils to refuse requests from business men at any time and especially so when an election looms in the foreground. At any rate, a special permit was granted for the erection of one building of the type opposed by the fire underwriters. If, as supposed, many persons are desirous of erecting similar buildings, they must individually court the favor of the city council, which may have much delicate explaining to do if it fails to grant all the special permits requested.

Even a State building code might be far from ideal in its provisions, but its enforcement is not likely to be influenced by petty local politics or its wholesome provisions relaxed in individual cases merely from motives of personal friendship. Yet in a comparatively small community, it is inevitable that the personal equation shall enter into the securing of building permits and many times the claims of friendship outweigh the right of the public which is, of course, the impartial enforcement of the law.

Then, too, a State code would not only be more justly enforced, but its provisions would probably be based on more accurate and discriminating knowledge than most municipal codes, for the commonwealth is in a better position than the city to employ the highest type of expert investigators who have no ulterior motives to serve in making their recommendations.

Those who advocate "home-rule" in matters pertaining to building, claim that the

THE AMERICAN ARCHITECT

State should not interfere with local interests as they affect only the local community. Such a position, however, is obviously untenable to-day, for communication of every form is so general throughout the State that the interests of each community are linked with those of many others. This principle has been recognized by the State of New York, which, by the Tenement Law, seeks to maintain the health and safety of its citizens in whichever city they may now reside or to which they may be obliged to move in the future.

In the event that a State building code were adopted, its provisions should be only minimum requirements, which the municipality would be at liberty to increase as local conditions might seem to require. But to the minimum requirements of safety, few exceptions would be made by the State where now, unfortunately, many are granted by the local authorities.

COUNTRY-WIDE GAIN IN BUILDING ACTIVITY SHOWN BY REPORTS FOR JULY

Although the building interests in nearly every section of the country have suffered from the dullness prevailing in other fields during the first half of the year, it is pleasant to know that a turning point now seems to have been reached.

Compared with July, 1913, the reports of building inspectors indicate a gain in contemplated building, as shown by plans filed in the corresponding month of this year. In the East, where the depression has been most felt, a recorded gain of nearly \$5,000,000 or

19 per cent in twenty-one cities, is especially encouraging. In twenty-one cities of the Middle West, the gain for July amounted to \$1,600,000, or 7.7 per cent. On the Pacific Coast, the loss of 7.3 per cent for the first seven months of the year, as compared with the same period of 1913, is in part compensated by a slight but encouraging gain in the month of July. But it is in the Southern States that the most phenomenal percentage of gain has been realized, for while the increase for the first seven months as a whole was trifling, the gain for July alone amounted to 56 per cent.

Just how the European war may affect the intentions of builders who have filed plans or were expecting to do so, but have not actually started to execute the work, is uncertain. The consensus of opinion among business men appears to be that conditions in this country are fundamentally sound, that our mineral and agricultural wealth is greater than ever before and that, in the long run, we have nothing to lose and possibly much of commercial advantage to gain as a result of the unfortunate conflict of civilized nations. If, from a humanitarian standpoint, some question the advisability of preparing for war in time of peace, all will probably agree that in time of war non-combatants should most energetically prepare for a long period of prosperity. At best, the proposed building activity is but a resumption of normal conditions. In view of the solidity of our institutions and the assurance of commercial expansion in the near future, there seems good reason for proceeding in the execution of all well-considered projects.

A Legal Decision

Architect's Right to Mechanic's Lien

While an architect is not entitled to a mechanic's lien for drawing plans alone, yet, when he both draws plans and superintends construction, he is entitled to a lien for the value of both plans and superintendence. Where several houses are built it is not necessary that he should file a lien upon each building. The cases of *Renn v. Electric Power Co.*, 3 N. Y. App. Div. 305, 38 N. Y. Supp. 345, was cited, where the architect

had drawn plans for a large building, of which only one-half had been erected under his superintendence. He was allowed a lien, in addition to his fees for superintendence, for one-half of the value of the plans which he had prepared for the whole building, the court remarking that "it is the part that the architect takes during the construction that draws his services within the lien law."

Spannahke v. Mountain Const. Co., N. Y. App. Div. 144, N. Y. Supp. 968.

THE AMERICAN ARCHITECT

Studies for City of Albany, New York

(Continued from page 120)

water front but a real city entrance. The bridge from Rensselaer is the natural ap-

proach if some recognition of its superb frontage on the Hudson might be made.

We recall the two handsome stone columns in Bordeaux with the carved galley prows and other symbols of the sea, and the similar ones in Barcelona, which mark the



PLATE 11

SKETCH OF RIVER FRONT, SHOWING TOWER IN PLAZA

proach from the Albany Post Road. This is said to be the most heavily traveled road in the State, perhaps in the Union, and will undoubtedly be made a State Highway. Accordingly, the entrance to Albany by automobile or carriage should be worthy of the State Highway and worthy of the city that it approaches.

Albany has no great water gate and perhaps it cannot have one although it seems as

water entrance to these cities. Decorative compositions of this kind may not be appropriate here, but there is no doubt that the approach by bridge can be made attractive and imposing. The present iron bridge is awkward and aggressively ugly and public opinion will soon demand a better and more agreeable looking structure.

As we cross the bridge from Rensselaer we find the most deplorable state of affairs

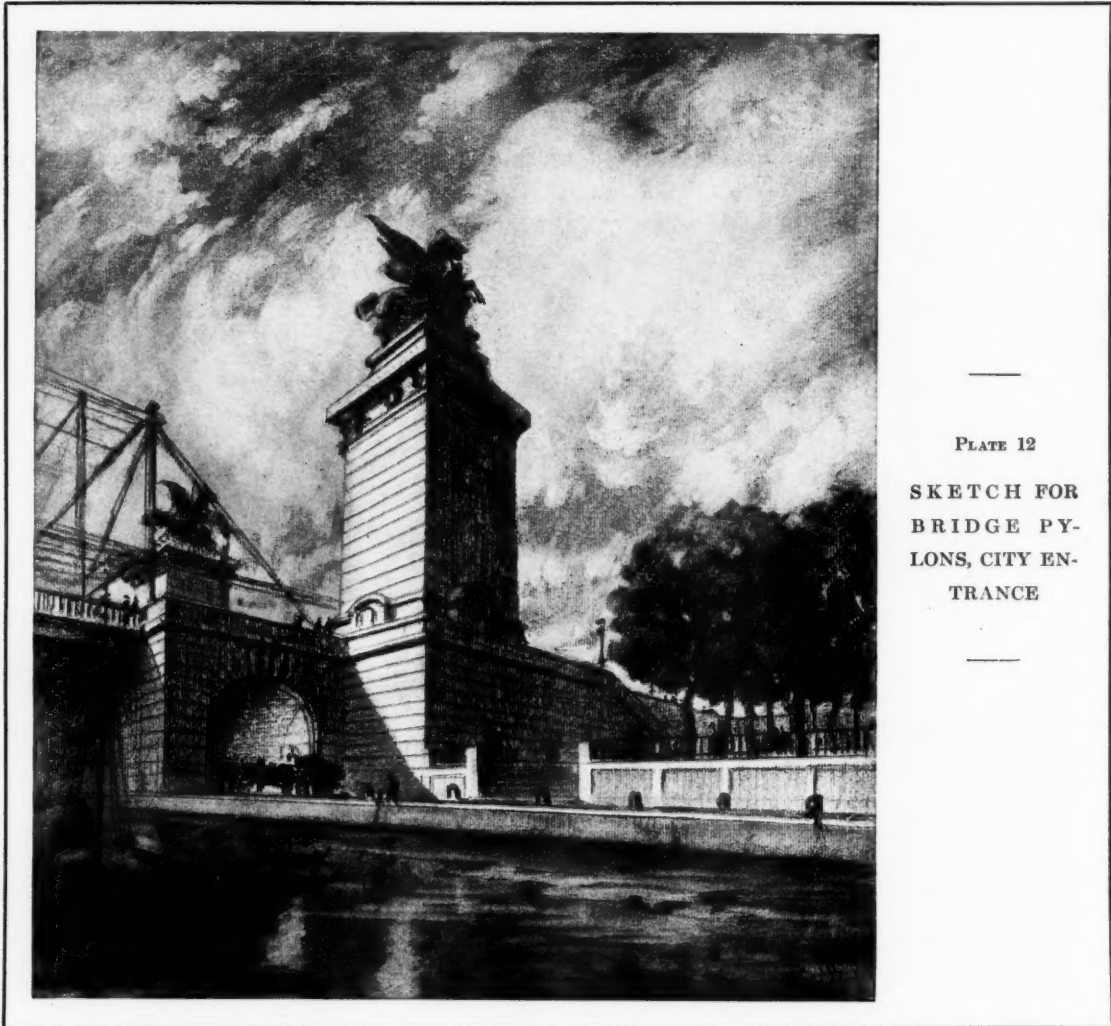


PLATE 12

SKETCH FOR
BRIDGE PY-
LONS, CITY EN-
TRANCE

on reaching the Albany side, and we receive the worst impression of a neglected neighborhood. There is a dangerous grade crossing, bad roads and a complication of tracks, freight cars and unsightly warehouses. Nothing could be more shabby.

As Albany continues to embody its ideals in fine streets, handsome buildings, parks and monuments, the rapidly growing demand for municipal beauty will compel a rearrangement of all this and the construction of a dignified entrance to the city.

A wide roadway dividing into two parts after it leaves the bridge is provided. The road to the north skirts the masonry wall screening and supporting the railroad tracks

and passes by the new Riverside Park until it reaches Broadway without crossing any railroad tracks. The part that turns south leads to Arch Street passing under a bridge carrying the Delaware & Hudson Co.'s tracks and so connects with Beaver Park. The alignment and grades of the roads are easy and suitable for motor traffic and in this way connection is readily made with both the business section of the city and the park system.

All this is practical engineering and road making, but I have also made a rough study—a suggestion—for a possible bridge termination with great stone pylons surmounted by groups of sculpture (Plate 12).



PLATE 13

NEW BRIDGE
TO STATE
STREET PIER

While this is in violent contrast to the dreary waste that now confronts us, it seems as if this important position warrants an ambitious treatment. The stone pylons are combined with the bridge and with the archway below which will permit the continuation of Quay Street and its further development southward, as this development is unquestionably only a matter of years and must be anticipated.

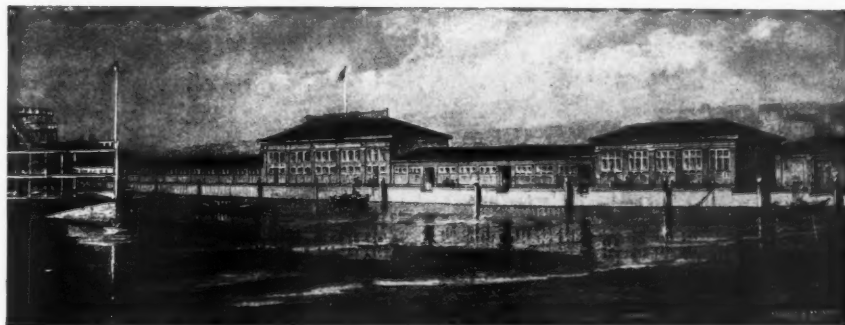
The Riverside Park is slightly raised on a terrace on which is a light iron balustrade so that the view from the river is not obstructed. The park with the trees and lawns is thus separated from the commercial activities of Quay Street which always interest spectators.

The wall supporting the railroad tracks is to be built of concrete and should be designed so as to form a suitable background for the park foliage. We are now beginning to understand how to treat concrete and how to secure a good surface and texture. This embankment can be made most attractive if we avoid the effect of the unpleasant glaring expanse of ugly cement that is now so common along the lines of our railroads. Concrete requires design suitable to its nature and a high degree of finish or the results are always unsatisfactory.

The portion of wall that is opposite the bridge is to be raised high enough to screen the trains entirely from sight, and the architectural treatment should be emphasized so

PLATE 14

NEW BUILD-
INGS ON
WATERFRONT
HUDSON NAVI-
GATION COM-
PANY



THE AMERICAN ARCHITECT

that the most important feature of the design will be on the axis of the bridge. A great group of memorial sculpture, properly framed with arches and columns, would be appropriate here and would suitably mark the entrance to the city.

The City of Cologne has solved a similar problem and is well described by Dr. Howe: "The new Hohenzollern Bridge across the Rhine at Cologne has commanded something of the thought that inspired the architects who spent centuries on the building of the Cologne Cathedral. It is typical of the care shown railway and passenger bridges all over Europe. The approaches are adorned with massive towers and statuary,

while the lines of the bridge add greatly to the beauty of the city. The same concern is manifested in the railway approaches. The railway is an incident. It does not ravage whole sections of the city, its water fronts and dwelling areas. There are no grade crossings. The overhead work is inconspicuous and is designed for beauty. The sides of the tracks are sodded with grass. There is every possible protection against danger."

It is not too much to hope that some day, not far in the future, a splendid monument, a combination of architecture, sculpture and engineering will be erected at the City Gate to typify the Albany of To-morrow.

Current News and Comment

Competition Announcement

The Australian Government announces an international architectural competition for the purpose of selecting the architect of the Parliament House and, possibly, incidentally additional architect for other government structures of the new Federal Capital City, Canberra.

Only tentative outline sketch designs for the building are requested, and eight (8) prizes are offered aggregating £6,000, the first being £2,000, in addition to commission for service at the scale of the Royal Institute of British Architects.

Designs may be submitted in either Melbourne or London before March 31, 1915, and will be judged by the following jury of architects: George T. Poole, of Australia; John J. Burnet, of London; Victor Laloux, of Paris; Otto Wagner, of Vienna; Louis H. Sullivan, of Chicago, whose decision will be final.

A programme will be issued to any practicing architect on application to the High Commissioner for Australia in London, Works Departments of British Colonies, or British Embassies at Berlin, Madrid, Paris, Rome, St. Petersburg, Stockholm, Vienna, Washington.

The importance of this event is not to be measured by that of the foremost building

of the Commonwealth, but by the opportunity to establish an architectural standard not only for the future seat of government in Australia, but for a great new Democracy of scope, scale and modern advantages as well as of climatic conditions differing radically from any prototype in Europe or elsewhere.

Old Type Cities

They Are Not To Be Regarded as Examples for Imitation

"Many city planners of the old school," says Werner Hegemann in the *American City*, "continue to regard cities such as Paris, Berlin or Vienna or such as Nuremberg or Rothenberg as ideals that can be held up for imitation in modern cities. This, however, seems to be fundamentally wrong. All these supposed model cities, though they present most valuable material for study, represent an old type.

"The old city type is characterized by congested tenements with stores and business premises on the ground floors and in the cellars. The most fundamental idea of modern city planning goes back to the years 1665 and 1666, when the great pest followed by the great fire revolutionized the congested city of London and, frightening some of its citizens out of the old city walls,

THE AMERICAN ARCHITECT

taught them to desert the congestion and to live in suburbs spread over wide areas. The ideal city has its dwelling house district of the garden city type distinct from the business district, connections being made by those astonishing systems of rapid transit which characterize the modern big city. The extravagant land values, as one views them in congested cities like Paris, Berlin and Vienna, prevent the proper development of private gardens and even of public parks and playgrounds, while public and private gardens can thrive in the modern decentralized cities."—*Exchange*.

BOOK NOTES

REINFORCED CONCRETE CONSTRUCTION.

AN ADVANCED COURSE WITH NUMEROUS FULLY WORKED EXAMPLES. By M. T. Cantell. Full cloth, 240 pages, size six and one-half by nine and one-half inches, with 243 illustrations, price \$5.00. New York: Spon & Chamberlain; London: E. & F. N. Spon, Limited.

This work is a continuation of an elementary course on the same subject by this author, who presupposes that his reader has acquired a knowledge of the principles and use of formulas previously set forth. The various problems are expressed in a concise manner, with a thorough appreciation of the importance of their various details. The author states that latest methods in practice that have been found on tests and examination to be reliable, have been incorporated in this book.

BUILDING STONES AND CLAY PRODUCTS. A

Handbook for Architects. By Heinrich Ries, Ph.D. Full cloth, 415 pages, size six by nine inches, price \$3.00. New York: John Wiley & Sons; London: Chapman & Hall, Limited.

Believing that at least an elementary knowledge of building stones and clay products is of importance to architects, the author has endeavored to lucidly supply the necessary information concerning these materials.

While discussion of these important elements of building presupposes some elementary knowledge of geology and ceramics,

the text avoids ultra-technical terms and allusions. For this the book becomes of use to a wide circle of readers. It will be found of considerable value in the reference libraries of architects.

INDUSTRIAL INFORMATION

Tile

Sanitary wall tile, as manufactured by the Cambridge Tile Manufacturing Company, Covington, Ky., with branch offices in New York and San Francisco, is illustrated and described in Catalogue B, recently issued.

This catalogue illustrates a large variety of standard sizes, both plain and ornamental, and would appear to offer a wide range of selection for those locations where a sanitary and reliably constructed wall tile is required.

Pipe Organs

A somewhat unusual and interesting form of catalogue, issued by M. P. Moller, of Hagerstown, Md., who is a manufacturer of pipe organs, has been received.

The text pages in this catalogue are devoted to a technical description of the organs manufactured, and in an accompanying portfolio, there are illustrated a large number of organs that have been made and installed in important structures throughout the country.

The maker states that he has been engaged in the manufacturing of organs during a third of a century, and is prepared to construct organs, the musical qualities of which are guaranteed. Architectural treatment to fit the nature of the surroundings, is well shown in the illustrations referred to.

Cambria Steel

A book of more than 500 pages, size seven by four and one-half inches, bound in flexible leather, issued by the Cambria Steel Company of Johnstown, Pa., is a handbook of information relative to structural steel

THE AMERICAN ARCHITECT

manufactured by this company. It contains useful tables, rules, data, and formulæ, for the use of engineers, architects, builders, and mechanics. As a reference work to steel construction, it is a reliable and useful guide.

Few books indeed, issued by manufacturers to acquaint consumers with their product contain more useful information than is to be found between the covers of this book. The present is the eleventh edition issued, and the additional information incorporated brings the work down to the latest method of practice in steel construction.

Information as to how the book may be obtained will be given upon application to the Cambria Steel Company.

Indiana Limestone

The Indiana Limestone Quarrymen's Association, Bedford and Bloomington, Ind., have issued what they designate as Volume I of the Indiana Limestone Library. It contains information that will be of value to architects in selecting a material for use in construction. The subject of limestone, its qualities, texture and adaptability is intelligently discussed. The accompanying illustrations show a large number of very important and dignified structures in which Indiana limestone has been employed as the principal structural material.

Concrete Reinforcing

A pamphlet known as Technical Library No. 8, issued by Joseph T. Ryerson & Son, Chicago, Ill., with branch offices in principal cities, illustrates and describes the method of using Ryerson's reinforcing bars and Ryerson's cold twisted squares in reinforced concrete construction.

The makers state that owing to a largely increased facility, they are enabled to handle

all work intrusted to them with speed, accuracy and economy. They are able to furnish every standard form, as well as special forms, from the design of engineers or architects.

Pamphlet will be forwarded upon application.

Atlantic Terra Cotta

The August issue of the "house organ" of the Atlantic Terra Cotta Company, 1770 Broadway, New York, is a particularly good one.

It illustrates a series of terra cotta entrances. The photographs have in the first instance been well taken, and their reproduction in large size enables a careful study of all the detail.

The accompanying text has been carefully written and contains many suggestions of use in terra-cotta design.

Fireproof Windows

The constant reiteration of instances where, through lack of proper fire protection, great damage has resulted from fire communicated through windows, gives added interest to a catalogue issued by Dorman - Dozier Manufacturing Company, Atlanta, Ga., describing and illustrating a line of fireproof windows made by this company. If the statement that has been made, that more than 70% of damage done by fire is due to the window route, is true, then the necessity for the general introduction of metal sash becomes more insistent than ever. The possibilities of this form of window are well illustrated in the pamphlet referred to, which very thoroughly illustrates and describes, not only by photographs, but elevations and scale drawings, an extensive line of fireproof windows. Architects may receive this pamphlet upon request.





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Walter Boschen, Architect, St. Joseph.

8-2

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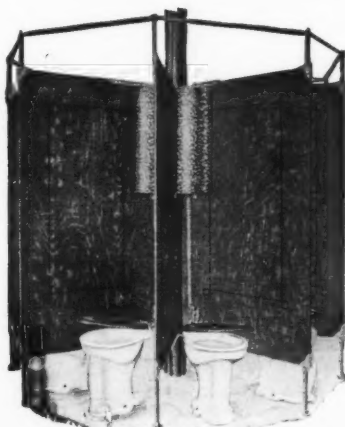
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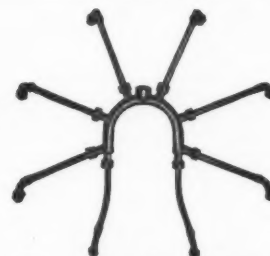
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complete water supply.



Kelly Octopus Closet Fitting, comprising all
plumbing below floor.

BUILDING NEWS

To be of value this matter must be printed in the number immediately following its receipt, which makes it impossible for us to certify it all. Our sources of information are believed to be reliable, but we cannot guarantee the correctness of all items. Parties in charge of proposed work are requested to send us information concerning it as early as possible; also corrections of any errors discovered.

ALABAMA.

ANNISTON, ALA.—The members of the Second Methodist Church here are arranging to erect a new structure in the northern part of the city. Rev. S. L. Puitt is pastor of the church.

AUBURN, ALA.—At a recent meeting of the Auburn Alumni, it was announced by Professor Bragg that the subscription of the fund of \$50,000 for the new gymnasium was completed.

ARIZONA.

PHOENIX, ARIZ.—F. S. McCall of the Auto Supply Company will erect a new residence in North Central avenue.

PRESCOTT, ARIZ.—The Secretary of the Treasury, Washington, has selected a site here for the erection of a public building. It is located at the southwest corner of Cortez and Goodwin Sts.

CALIFORNIA.

ANAHEIM, CAL.—The local order, Knights of Pythias, has purchased from Mrs. Adeline Koenig some property on South Los Angeles St., and it is the intention of the order to erect a modern temple to cost about \$10,000.

A new building at the corporation yard, 11th and Bryant Sts., has been recommended by the Board of Works, to accommodate the building repair, street repair, street cleaning and sewer repair departments. Cost of building is not to exceed \$11,500.

MAPLE PARK, CAL.—The Maple Park Improvement Club will organize a Club House Association and erect a modern building in this district. F. B. McKevitt is a member of the committee.

OAK PARK, CAL.—Plans have been completed for the new edifice, to cost \$12,000, to be erected at the corner of 34th street and Madison avenue, for the Methodists of this city.

SAN FRANCISCO, CAL.—A new four-story and basement apartment building is to be erected on O'Farrell street near Van Ness, by Martin S. Shaw, according to plans by Architect C. O. Clausen.

CONNECTICUT.

BRIDGEPORT, CONN.—Architect J. W. Northrop, Commonwealth Exchange Bldg., has prepared plans for the new North avenue school building which the Board of Education propose erecting in this city. Bids will be received until 5 p. m., August 31st, by the building committee, Elmer H. Havens, chairman.

The Board of Education of this city, by the committee in charge, John J. Cullenan, chairman, will receive bids for a brick addition to be erected to the Bryant school, Maple avenue and Poplar street, until 5 p. m., August 31st, according to plans by Architects C. T. Beardsley, Room 22, Bridgeport Savings Bank Bldg.

HARTFORD, CONN.—The secretary of the treasury at Washington has been authorized to acquire a site in this city for the erection of a public building to be used as a postoffice annex and for other government offices.

WATERBURY, CONN.—Architects Freney & Jackson, 51 Leavenworth street, are completing plans for a gymnasium building to be erected on Thomaston avenue for the Waterville school district, Ferdinand Wolfe, chairman of the Building Committee.

DELAWARE.

FARMHURST, DEL.—The trustees of the New Castle County Hospital are planning to make extensive alterations to the hospital building.

WILMINGTON, DEL.—Architect Leon Wilde Crawford, 919 Market St., is completing plans for the new \$30,000 edifice for the Hanover Presbyterian Church here, and bids will be solicited within a short time.

Architects Brown & Whiteside, Dupont Bldg., are receiving bids for alterations to the residence of Clarence Young, Gordon Heights.

FLORIDA.

GAINESVILLE, FLA.—At a recent meeting of the Board of Control, plans, prepared by Architect W. A. Edwards, were approved for the dairy barn for the Agricultural Department of the University of Florida here. Bids for this work will be opened on September 14th, 1914.

GAINESVILLE, FLA.—H. H. Wadsworth, business manager, is ready to award contracts for the erection of fair buildings and race tracks.

ST. AUGUSTINE, FLA.—Dr. Christ of this city will erect a new brick structure on a site adjoining the Elks Club.

JACKSONVILLE, FLA.—At a recent meeting of the board of county commissioners, plans and specifications for the new Detention Home were accepted, and the clerk was authorized to advertise for bids to be received at 10:00 A. M. September 16th.

Plans have been completed for the new Carnegie library building to be erected on Franklin street, at a cost of \$50,000.

PALATKA, FLA.—Bonds in the amount of \$100,000 will probably be voted for school improvements. The Putnam County School Board has called an election of the Freeholders of this city for September 8th.

PENSACOLA, FLA.—The State Board of Health will erect a state laboratory building on North Hill, on a site donated by the city. Building will cost about \$20,000.

SPRINGFIELD, FLA.—At a recent meeting of the Springfield Civic League, the proposed bond issue of \$1,000,000 for schools was approved by the League. Van C. Swearingen is mayor of this city.

ILLINOIS.

CHICAGO, ILL.—Benjamin H. Marshall, of Marshall & Fox, Architects, has acquired the vacant premises at the southeast corner of Sheridan Road and Bryn Mawr avenue, as the site of a nine-story apartment building to be erected at a cost of \$500,000.

The vacant property on Wellington street near Sheridan Road has been purchased by Frank E. Wilhelm of the Cudahy Packing Company, as the site of a brick and stone residence, to cost about \$30,000.

Minnie Schmidt has purchased through Edward H. Taylor, broker, a site at the northwest corner of Clark and Locust streets, and plans to erect a three-story structure, to cost \$40,000.

CHICAGO, ILL.—Harry Howell has acquired the vacant premises at the northeast corner of 51st St. and Champlain Ave., and intends to erect an apartment building thereon to cost \$150,000. The deal was made through the real estate office of Cadden & Co.

CHICAGO, ILL.—Isaac J. Bryan, former secretary of the drainage board, has acquired the site of the homestead of James Pease, northeast corner of Wilson avenue and Dover street, Lake View. Site will be improved with an apartment building, to cost about \$225,000.

PEORIA, ILL.—Mrs. Johnson, wife of the late Dr. Johnson of this city, is planning to erect a business block on Madison St., between Main and Fulton Sts.

STREATOR, ILL.—Captain T. J. Smith of Champaign, has announced that his will provides for a donation to the University of Illinois of about \$20,000, to be used in the erection of a new music school building in memory of his wife.

INDIANA.

EVANSVILLE, IND.—The local council of the Knights of Columbus has purchased a site upon which to erect a new \$30,000 temple.



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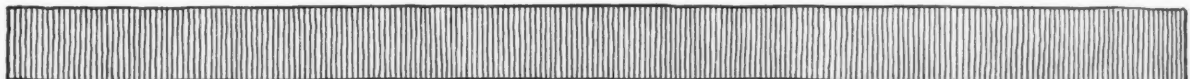
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INDIANAPOLIS, IND.—The Federal Serum and Chemical Company, 504 Central Union Telephone Building, has announced that it will erect a plant for the manufacture of hog cholera serum on a tract of woodland in Hendricks County. M. P. Wilson is president of this company.

KOKOMO, IND.—John B. Cockrum of Indianapolis, general counsel for the L. E. & W. railroad company, has stated that a new freight depot will be erected in this city at once.

IOWA.

MUSCATINE, IA.—Architect E. S. Holbrook, Whitaker Bldg., Davenport, has prepared plans for the proposed new armory which will be erected in East Third St.

KANSAS.

LAWRENCE, KAN.—At a recent meeting of the Board of Education the matter of the erection of three new school buildings was discussed. An architect will probably be selected to prepare plans within a short time.

KENTUCKY.

COVINGTON, KY.—The voters of this city will be called upon to vote on a \$165,000 bond issue at the November election, proceeds to be used in the erection of a new high school building.

LOUISVILLE, KY.—Architect J. Early Henry is preparing plans for an eight-room schoolhouse to be erected at 34th and Market Sts. for the board of education. Cost of structure will be between \$65,000 and \$75,000.

PINE MOUNTAIN, KY.—It has been announced by C. N. Manning, treasurer of the Pine Mountain Settlement School here that \$7000 of the \$10,000 needed to erect a central school building has been raised.

LOUISIANA.

LAKE CHARLES, LA.—Architect I. C. Carter has submitted plans for the new edifice to the building committee of the Second Baptist church, of which H. B. Carter is chairman.

NEW ORLEANS, LA.—The Southern Automobile Mfg. & Supply Co. has purchased a factory site in St. Bernard parish, in Arabi, and plans to erect seven modern dwellings, to cost approximately \$700,000.

MARYLAND.

BALTIMORE, MD.—Architect C. M. Anderson is preparing plans for the erection of a two-story factory building on Concord and Eager Sts., to be occupied by the Dix Mfg. Co.

BALTIMORE, MD.—Joseph Berman is interested in a proposition to erect two apartment houses at the north-east corner of Linden avenue and Brooks Lane.

Architects Owen & Sisco, Continental Trust Bldg., are preparing plans for alterations and an addition to the Anchorage, sailors' rendezvous, at Broadway and Thames street.

Plans for the new Starr Methodist Protestant Church, Garrison and Alto avenues, have been completed by Architects Owen & Sisco, Continental Trust Bldg.

George C. Ruppel and wife have purchased two sites at the southwest corner of Nottingham road and Edmondson avenue, Ten Hills, from the Ten Hills Corporation, and plan to improve the property with a stone dwelling to cost \$10,000 or \$12,000. Caughy, Hearn & Carter are the agents for the corporation.

BALTIMORE, MD.—The City Dairy Company is having plans prepared for a new plant to be erected on a portion of the D. H. Carroll property at Remington avenue and 29th street.

Plans have been prepared by Architects Parker, Thomas & Rice, Union Trust Bldg., for the dormitory for the new Normal School group on the York Road, south of Towson.

MASSACHUSETTS.

BOSTON, MASS.—Two sites on the Arborway at Jamaica Plain, and on Prince street, corner of Center, have been purchased by Rose Ellen English, through her broker, Joseph Balch. It is the intention of the buyer to erect a house on the property.

HAVERHILL, MASS.—The Gedemino Club has purchased some land on River street near Ayer and Margin streets, with a view to eventually erecting a new club house.

LOWELL, MASS.—Preliminary plans are being made for the erection of the second section of the weave shed for the Hamilton Mfg. Co. It is expected to cost about \$500,000.

MICHIGAN.

GRAND RAPIDS, MICH.—Plans prepared by Architects Robinson & Campau for the new First M. E. church building, have been approved by the building committee and bids will be received not later than September 2.

MINNESOTA.

DULUTH, MINN.—It is announced that bids on the new Duluth public school building to be erected on 101st Ave., West, near Fillmore St., will be opened at noon, August 24. Structure will cost \$70,000. Architects Kelly & Williams, Lonsdale Bldg., prepared the plans.

Architects Holstead & Sullivan, Alworth Bldg., are preparing plans for a modern eight-room brick house, to cost \$6000, to be erected for C. E. Moore of Virginia.

Plans are being prepared by Architects Wagenstein & Gillusion, Torrey Bldg., for a house to be erected at 41st Ave., West, and Fifth St., for Joel Johnson.

Plans have been filed at the Duluth Builders' Exchange office for a new Carnegie library building to be erected in Thief River Falls.

GRAND RAPIDS, MINN.—Bids are being received by Architects Wagenstein & Gillusion, Torrey Bldg., Duluth, for a two-story block to be erected here for L. B. Lieberman.

ST. PAUL, MINN.—Plans are being prepared by Architects Alban & Lockhart, Endicott Bldg., for the new edifice to be erected at the corner of Tilton and St. Peter Sts. for the United Evangelical St. Paul's church, Rev. Karl Koch, pastor.

SPINA, MINN.—Architects Bray & Nystrom, Fidelity Bldg., will soon receive bids on plans for a two-story frame school building to be erected here at a cost of about \$20,000.

MISSISSIPPI.

ASHLAND, MISS.—Architects Alsop & Kuenapfel, West Point, are preparing plans for a two-story brick consolidated school building to be erected in this city at a cost of \$10,000.

MERIDIAN, MISS.—Bids will be received by City Clerk and Treasurer R. L. Blanks of this city until 2 P. M., September 22, for the erection of a new city hall building to be erected here according to plans by Architect P. J. Krouse.

WALTHAM, MISS.—Bonds in the amount of \$45,000 will be issued for the erection of a new courthouse in this city.

MONTANA.

BILLINGS, MONT.—The First M. E. congregation will erect a new church building at a cost of \$65,000.

NEBRASKA.

CAIRO, NEB.—Bonds in the amount of \$12,000 have been voted for the erection of a new school building in this village.

CHAPMAN, NEB.—Bonds in the amount of \$18,000 have been voted for the erection of a new school building in this city.

HASTINGS, NEB.—Plans are being drawn by the C. W. Way Company, Madgett Bldg., for a new brick residence to be erected on East Third street for Erick Meyers.

NEW JERSEY.

ATLANTIC CITY, N. J.—John Stafford, of Philadelphia, is having plans prepared for a six-story and basement apartment building to be erected at Vermont Ave. and the Boardwalk, this city.

An eleven-story addition will be erected to the Rudolph hotel, at New Jersey Ave., opposite the Garden Pier.

ATLANTIC CITY, N. J.—The Board of Freeholders have voted to appropriate \$5000 for the construction of an agricultural school here.

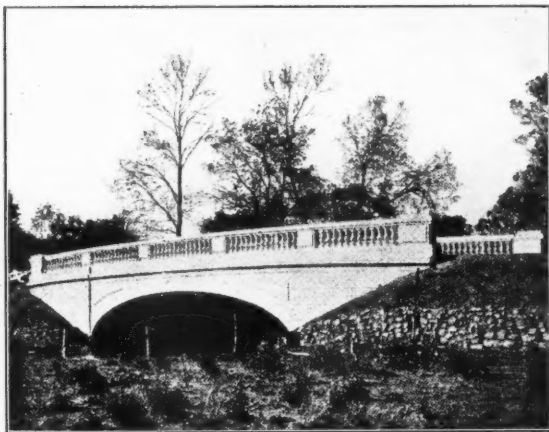
BAYONNE, N. J.—At a recent meeting of the City Hall Commissioners, Architect John T. Ely, Firemen's Ins. Bldg., Newark, presented plans for the proposed new city hall on Avenue C, between Twenty-seventh and Twenty-eighth Sts.

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BELLEVILLE, N. J.—School improvements will be made in this city at a cost of about \$120,500.

GARWOOD, N. J.—Architect Clyde C. Bell, 8 South Ave., has prepared plans for the new borough hall and fire-house building to be erected at Center St. and South Av. at a cost of \$9000.

HACKENSACK, N. J.—Plans have been completed by Architect C. V. R. Bogert, for a three-story apartment house, to be erected on the corner of State and Salem streets, at a cost of \$30,000.

LINDEN, N. J.—Bids for alterations and improvements to the borough hall building, Wood avenue and Blancke street, will be received by the Borough Council at 8 p. m., September 2nd, according to plans prepared by Architect Louis J. Quilen, Jr., 225 Broad street.

LONG BRANCH, N. J.—The Hobart Hotel Company has been recently organized and will probably erect a temperance hotel next year on the site of the present home of former Postmaster Anthony T. Woolley, at Garfield and Third Aves.

MONTCLAIR, N. J.—T. J. Curtis will erect a 2½-story residence on Mountain avenue, according to plans which were prepared by Architect C. Myers, 460 Bloomfield avenue. Cost, \$6000.

MORRISTOWN, N. J.—Architect Walter B. Pierson, Trust Co. Bldg., has prepared plans for the new firehouse for the Morris Plains Firemen's Association.

NEWARK, N. J.—Architects McMurray & Pulis, 22 Clinton St., have prepared plans for a private dwelling to be erected in South Fifteenth St. for Sidney T. Holt. Cost \$7500.

Mrs. Susan H. Holt will erect a new house in South Fifteenth St. near Randolph Pl., at a cost of \$7500 in accordance with plans by Architects McMurray & Pulis, 22 Clinton St.

Architect Michael B. Silberstein has completed plans for a three-story apartment building to be erected at 409 Badger Ave. for Max Welitsky. Cost \$5000.

Plans have been prepared by Architect Orestes C. Gonnellie, for a four-story brick dwelling to be erected on the southwest corner of Park Ave. and Stone St. for Salvatore Moschella, at a cost of \$16,000.

NEWARK, N. J.—Cyrus Currier & Son, 17 Railroad Place, will erect an extension to their plant at a cost of about \$12,000.

NEWARK, N. J.—The Board of Education of this city will receive bids at the office of the Board, between 4 and 4.15 p. m., September 1st, for the construction of an addition to the Thirteenth avenue school house, according to plans on file at the Board's Construction Department, Fourth Floor, City Hall.

PERTH AMBOY, N. J.—Harry Edelstein has purchased property situated on the easterly side of Oak street, between Smith and Fayette streets from Constable J. C. Brown, and will erect a new factory on the property.

PLAINFIELD, N. J.—Architects Wilder & White have completed plans for the new school building to be erected on Evergreen avenue and bids will be opened sometime in September.

SPARTA, N. J.—The Board of Education will erect a new \$12,000 school building on the Samuel Kays site in Main street.

NEW YORK.

BROOKLYN, N. Y.—Architects Trowbridge & Ackerman, 54 West 45th street, New York City, have completed plans for the new \$1,000,000 building of the Central Branch of the Y. M. C. A., to be erected on Hanson Place.

BROOKLYN, N. Y.—Architect J. S. Kennedy has prepared plans for a four-story brick apartment building, costing \$35,000, to be erected for the Landport Realty Company, 215 Montague street, on North Portland avenue near Myrtle avenue.

Plans have been prepared by Architect H. Rockmore for eighteen two-story brick dwellings, costing \$36,000, to be erected on Enfield street, near Pitkin avenue, for the Rockmore Realty Company, 1210 Liberty avenue.

Architect J. F. O'Rourke, 264 39th street, has prepared plans for a one-story brick store building, costing \$5000, to be erected on 42nd street near 3rd avenue, for A. Bursch, 1000 3rd avenue.

J. Fitzsimmons will erect a two-story frame dwelling on Sheepshead Bay near Avenue X, at a cost of \$5000, according to plans by Architect M. Foley, 225 Homecrest avenue.

A new seven-story structure will be erected at 33, 33½ and 35 Flatbush avenue, to be occupied by B. G. Latimer & Sons, dealers in furniture and carpets, according to plans by Architect Frederick Putnam Platt, 1123 Broadway, New York City.

BROOKLYN, N. Y.—Plans have been filed for two new buildings for the Brooklyn Hospital, one for the Pathological hospital and the other for the West Pavilion.

A new four-story brick school building is to be erected on West First street, south of Sheepshead Bay Road, at a cost of \$180,000.

BROOKLYN, N. Y.—Plans have been filed for a five-story brick school building to be erected at the northeast corner of Leonard and Maujer Sts., at a cost of \$100,000.

A two-story brick addition, to cost \$7000, will be built to the Olivet Presbyterian church, Bergen St., near Sixth Ave.

Architects Shampan & Shampan, 772 Broadway, have filed plans for two apartment houses to be erected on the east side of Ocean Parkway, north of Beverley Road, for the Comet Construction Company. Structures will cost \$80,000.

DUNKIRK, N. Y.—Bids will be received until 8 p. m., September 8, for the construction of a garage for the police ambulance and patrol adjoining the north side of the city hall building on Lynx street.

GREENACRES, N. Y.—G. S. Wing has purchased a plot adjoining the Bronx parkway and the County Tennis club, and expects to begin the construction of a ten-room residence in the early future.

HORNELL, N. Y.—A \$20,000 addition is to be erected to the Sherwood Hotel in this place. E. M. Chase is proprietor of the hostelry.

LONG BEACH, L. I., N. Y.—A \$1,000,000 hotel, with a casino, cottages, gardens and bathing houses on adjoining or nearby sites, is to be erected by the Libo Corporation, on a tract of land here.

MIDDLETOWN, N. Y.—A new parsonage is to be erected for St. Paul's church as a result of the efforts of Rev. Dr. Watkins and the church officials.

MIDDLETOWN, N. Y.—Edward C. Olds of Erie, Pa., has sold a site on California Ave. to a resident of this city, who will soon begin the erection of a new house. Sale was made through the agency of E. E. Conkling & Son.

NEW CASTLE, N. Y.—The Board of Education will erect a new school building this Fall in District No. 3.

NEW YORK CITY.—A new building will be erected for the New York Central Railroad, just north of the station on the block bounded by 45th and 46th streets, Lexington avenue and Depew Place, at a cost of \$500,000. Plans for this structure are being prepared by Architects Warren & Wetmore, 16 E. 47th street.

Plans have been filed by Architects Warren & Wetmore, 16 E. 47th street, for a four-story building, costing \$500,000, to be erected on Lexington avenue, 45th and 46th streets and Depew Place, for the N. Y. C. & H. R. Railroad Co.

NEW YORK CITY.—Plans for an eight-story store and loft building to be erected at 12 E. 46th street for the Home Club Co., 77 E. 45th street, have been filed by Architect G. A. Freeman, 311 Madison avenue. Cost, \$65,000.

Architect G. Ajello, 1 West 34th street, has filed plans for a 12-story apartment house, to cost \$600,000, to be erected at the corner of Broadway and 84th street for the Paterno Construction Co., 214 Cathedral Parkway.

Plans for alterations costing \$40,000, to a three-story and basement church building at 336 to 342 E. 104th street, owned by St. Lucy's Roman Catholic Church, have been filed by Architect T. J. Duff, 407 West 14th street.

Architects Gronenberg & Leuchtag, 303 Fifth avenue, have filed plans for alterations to a three-story synagogue and home at 32 and 34 E. 119th street, owned by the Daughters of Israel Home of Harlem. Cost, \$10,000.

Plans have been filed by Architects Aspinwall & Tucker, 320 Fifth avenue, for alterations costing \$200,000 to a 12-story publishing house at 216 to 226 W. 39th street, owned by Julius Kayser, 18 E. 71st street and leased by the Pictorial Review Company.

Rev. L. Twisby has filed plans which were prepared by Architect F. E. Glasser, 70 Hamilton street, for alterations, costing \$20,000, to a one-story church building at 39 and 41 E. 132nd street.

NEW YORK CITY.—Plans have been filed by Architect G. F. Pelham, 30 E. Forty-second St., for a six-story apartment building to be erected on Mott St., near Park

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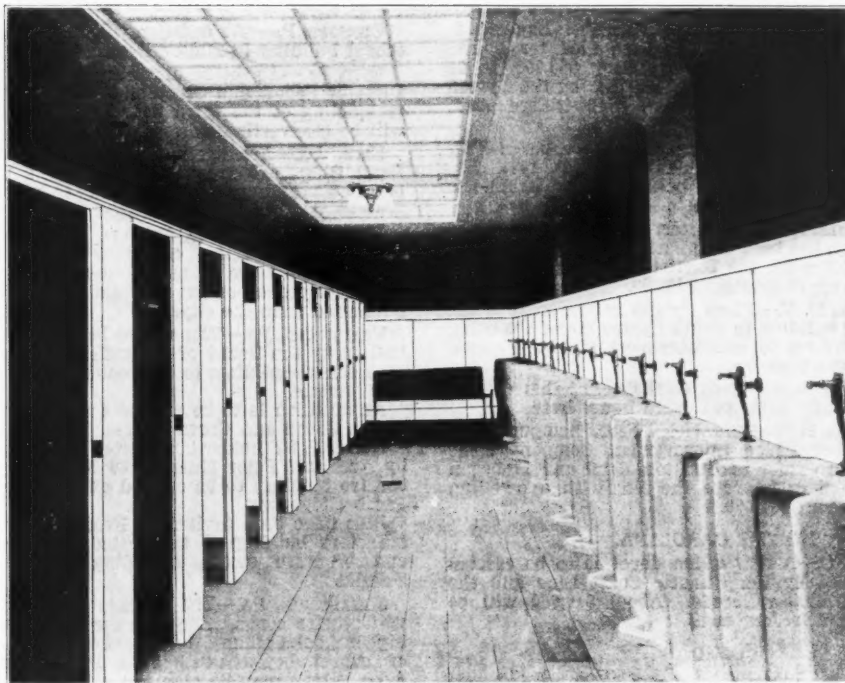


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St., for the estate of James Naughton, 153 E. Fifty-third St. Cost, \$60,000.

Architect Andrew J. Thomas, 2526 Webster Ave., has filed plans for two five-story brick apartment buildings, costing \$84,000, to be erected by the Reich Building Co., Jacob Reich, 822 Beck St., president, on Westchester Ave., near Prospect.

Plans for a three-story rectory costing \$25,000, to be erected at the corner of Cooper St. and Isham St. for the Church of the Good Shepherd, have been filed by Architects Maynicke & Franke, 25 Madison Square North.

Plans prepared by Architects Moore & Landsiedel, Third Ave. and 148th St., have been filed for a five-story brick apartment building, costing \$60,000, to be erected on Intervale Ave., near 167th St., by the Lyman Construction Co., O. J. Pederson, 2742 Gifford Ave., president.

Plans for alterations, costing \$6500, to a seven-story hospital building for the Woman's hospital, 109th St., near Amsterdam Ave., have been filed by Architects Allen & Collins, Boston, Mass.

RICHMOND HILL, N. Y.—Architect George E. Crane, 2706 Jamaica avenue, has been commissioned to prepare plans for the new edifice for the Baptist Church here. Structure will cost approximately \$40,000.

SCHENECTADY, N. Y.—Plans for the enlargement of the Mohawk Hotel building in South Center street are being prepared, according to announcement of Mr. Meehan, proprietor of the hostelry.

SENECA FALLS, N. Y.—Fred C. Fisher, of this village, will probably build a \$35,000 opera house here.

WHITE PLAINS, N. Y.—Mrs. Helen Flack has purchased from the Quaker Ridge Improvement Company some property on the corner of Stratton Road and Mohegan Place, and plans to improve the site with a dwelling house to cost about \$11,000.

NORTH CAROLINA.

WARSAW, N. C.—A new union depot is to be erected here, to be used by the Atlantic Coast Line and the Atlantic & Carolina railroads. About \$10,000 will be expended in this improvement.

OHIO.

CATAWBA, O.—The Board of Education of Pleasant township will receive bids for the erection of a one-room brick addition to the school house in this village until noon, September 5, according to plans prepared by Architect R. C. Gotwald, Springfield, O.

CINCINNATI, O.—Following the incorporation of a new company, a plant for the manufacture of soap and toilet accessories will be erected. C. V. Hargitt is a member of the company.

CLEVELAND, O.—Plans have been prepared by Architect Albert Kahn, 58 Lafayette Blvd., Detroit, Mich., for a five-story concrete and steel factory to be erected next to the present plant of F. B. Stearns Co., 12,908 Euclid Ave.

EAST PALESTINE, O.—The Grace Evangelical Church here will build a new edifice upon two sites owned by the church in Rothwell's addition to the village.

FINDLAY, O.—Bonds in the amount of \$300,000 have been voted for the purpose of erecting two new school buildings.

LEBANON, O.—It is announced that the Valley View dairy farm, just west of this place, was almost completely destroyed in a recent fire. The farm is owned by Albert French of the French Bros.' Banter Co., and the lessee is Ray L. Herrick, a former Westfield, Mass., man. The plant will be rebuilt on a much larger scale.

MASSILLON, O.—E. L. Hering will erect a new two-story fireproof brick building on the corner of West Tremont and Duncan streets, in the near future.

MT. VERNON, O.—Bids will be received by the Board of Commissioners of Knox County until noon, September 8th, for the construction of a Children's Home, to be erected here according to plans by Architects Marriott, Allen & Hall, 20 E. Broad street, Columbus, O.

SPRINGFIELD, O.—E. L. Shuey of Dayton will erect a new factory building at Center and Jefferson Sts., at a cost of \$150,000.

STUBENVILLE, O.—V. A. M. Morelli has purchased some property adjoining his own on Sixth St., and will erect a three-story block thereon.

OREGON.

EUGENE, ORE.—Plans for the new \$75,000 armory to be erected in this city have been completed by Architects Hunzicker & Preusse, and bids will soon be advertised for.

CARLTON, ORE.—The large sawmill owned by the Carlton Consolidated Lumber Co., recently destroyed by fire, is to be rebuilt as soon as possible, according to announcement made by Phillip Buehner, one of the lessees.

PENNSYLVANIA.

CHESTER, PA.—An addition will be erected to the public school building in Ridley Park.

ERIE, PA.—As the result of a conference between Park Director Pebow and City Solicitor English, bids for the remodeling of the third floor of the city hall building will be readvertised for.

ERIE, PA.—Architects Shutts & Morrison, Marine Bank Bldg., are preparing plans for a four-story fireproof office and apartment building to be erected for J. D. Walker at a cost of \$40,000.

ERIE, PA.—James D. Walker, real estate broker, is planning the erection of a four-story brick reinforced concrete and terra cotta building, to be erected on the southeast corner of Seventh and Peach Sts., on a site purchased from the city.

FRANKFORD, PA.—Plans have been completed and bids invited by the Board of Education for a new four-story high school building, to be erected at Oxford and Wakefield streets.

An addition is to be erected to the high school building at Broad and Green streets.

Henry P. Schneider has invited bids on plans prepared by Architect Peter Kuhn, 3058 North 8th street, for a theatre building to be erected on Allegheny avenue for Jacob Ridgeway.

Bids have been invited by Fred A. Havens & Co., for a factory building to be erected at Torresdale avenue and Wonrath street, according to Architect Joseph Schultz.

JOHNSTOWN, PA.—The Portage Borough School Board will receive competitive bids for the erection of a new high school building, to be submitted to the secretary of school board until 8:00 P. M. September 7th, 1914. Plans may be obtained at the office of Architect J. E. Adams, 402 Lincoln Bldg., this city.

LEBANON, PA.—Architects Hauer & Mowere, 8th and Cumberland streets, are preparing plans for the enlargement of the bakery plant on Spruce street, owned by Paul Kunst.

LEBANON, PA.—The Nutting estate property at Third and Chestnut Sts. has been selected as a site for the new armory building. This structure will cost \$30,000. Major General C. Bow is a member of the armory board.

OAKLAND, PA.—The Syria Improvement Association will erect a new temple in the Schenley Farms, according to plans by Architect Harris W. Huehl, 154 W. Randolph street, Chicago, Ill. Structure will cost \$500,000.

PHILADELPHIA, PA.—An ordinance has been signed by Mayor Blankenburg for the purchase of a site at the southeast corner of Walnut Lane and Ridge avenue, as a site for a fire station.

The Eastern Paving Company has purchased from Edwin H. Melvin a tract of two acres on the southeast corner of American and Luzerne streets, as a site for an operation of two-story brick dwellings.

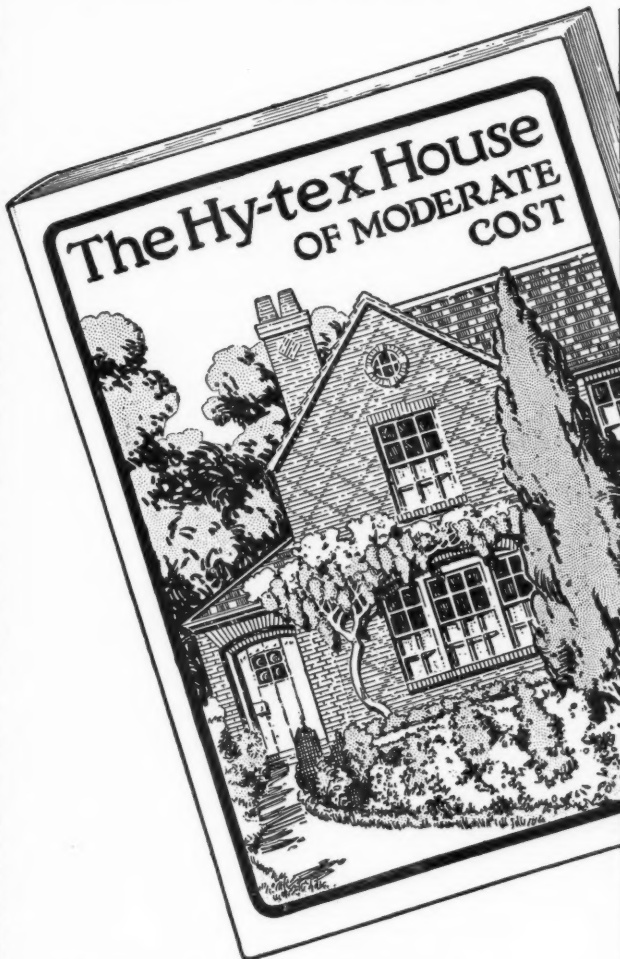
Plans are being prepared by the William Steele & Sons Company for an eight-story fireproof building to be erected at the northeast corner of 22nd and Market streets for Edward M. Harris.

Architect Peter Kuhn, 3058 North 8th street, has prepared plans for a one-story moving picture theatre, to cost \$15,000, to be erected at Front and Allegheny avenues for Jacob A. Ridgeway, 2701 North Broad street.

PHILADELPHIA, PA.—Architect E. Allen Wilson, Land Title Bldg., has prepared plans for a one-story brick and terra cotta theatre building to be erected at Frankfort and Columbia avenues for John M. Kennedy, Jr. Cost will be about \$30,000.

Plans have been completed by Architects Harris & Richards, Drexel Bldg., for a four-story addition to be erected to the State sanitarium at Cresson.

The Industrial Tape Mills Company will erect a \$50,000 factory building at Allegheny avenue and Rosehill street.



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This book contains a selection of designs submitted in a competition conducted by The Brickbuilder during the early part of this year. Nearly four hundred architects and architectural draftsmen representing one hundred and thirty-three cities, scattered throughout forty states, and six cities in three Canadian provinces, took part in this contest. The competition was judged by five well-known architects from the Middle West,—Arthur Heun, Chicago; Edwin Hawley Hewitt, Minneapolis; John Lawrence Mauran, St. Louis; Frank B. Meade, Cleveland; and W. D. Wight, Kansas City.

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PHILADELPHIA, PA.—Architects Morris & Erskine, Crozer Bldg., are preparing plans for a six-story store and office building to be erected at 304 Arch street for the Friends' Book Store.

John M. Kennedy has purchased the property 1706-1712 Frankford avenue from the Manor Real Estate and Trust Company, and will erect a theatre building thereon at a cost of \$30,000.

The Pennsylvania Railroad Company is receiving competitive sketches of a station to be erected at Wilkesburg at a cost of about \$120,000.

PHILADELPHIA, PA.—Architect Charles H. Casper has completed plans for a new storage shed, to cost \$5000, to be erected at 1430-42 North 11th St. for the Supplee Alderney Dairy Company.

The William Steele Sons Company are preparing plans for an eight-story fireproof building to be erected at the northeast corner of 22nd and Market Sts. for E. M. Harris.

PHILADELPHIA, PA.—Henry E. Eaton and Thomas C. Trafford have plans posted for a two-story dye house addition to be erected to the plant of Joseph Schmidt at Womrath St. and Torresdale Ave.

PITTSBURGH, PA.—John A. Moore of Westover, Md., will develop his property in Stanton Ave., this city, with a block of four houses.

PITTSBURGH, PA.—Plans are being prepared by Architect Thomas Hannah for a quadrangular group of buildings for the Western Theological Seminary on Ridge avenue, Northside. The entire cost of the improvement will be \$200,000.

PITTSBURGH, PA.—The All Saints Roman Catholic congregation of Etna, Pittsburgh, will erect a new \$50,000 church building, according to plans by Architect John T. Comes.

STONE HARBOR, PA.—It has been voted to erect a new school building here at a cost of \$12,500.

VALLEY FORGE, PA.—A system plan for the completion of the group of memorial buildings here has been formulated by a committee of prominent citizens. Suffragan Bishop Garland is chairman of the committee. Buildings will cost about \$200,000.

WILKES-BARRE, PA.—Bids will be received by the Wilkes-Barre Township School District until September 5, 1914, for the erection of a two-story brick high school building on a site on Casey Ave., in accordance with plans prepared by Architect Owen McGlynn, 85 Simon Long Bldg.

WILKES-BARRE, PA.—Work will soon start on the proposed new Douglass Chapel building on Lee Park avenue, Lee Park, to cost \$40,000, according to plans by Architects Sturdevant & Poggi, Coal Exchange Bldg.

WILLIAMSPORT, PA.—A new garage building, to cost \$10,000 to be operated in connection with the Park Hotel, is to be erected on the portion of the Walker estate located at the northeast corner of Edwin and Campbell Sts.

RHODE ISLAND.

PROVIDENCE, R. I.—Plans will soon be prepared for alterations, costing \$42,000, to the main building of the Dexter Asylum.

SOUTH CAROLINA.

ROCK HILL, S. C.—Architect N. G. Walker is preparing plans for the new Masonic Temple to be erected at the corner of Hampton and Black Sts., at a cost of \$30,000.

ROCK HILL, S. C.—Plans have been completed for a new building to be erected by W. B. Wilson at the corner of Railroad Ave. and East White St., and bids for work will be received soon.

SPARTANBURG, S. C.—Bids will be received at the Council Chambers until noon, September 14th, for the erection of a city hall and jail building for this city, according to plans by Architect W. A. Edwards, 632 Candler Bldg., Atlanta, Ga.

SOUTH DAKOTA.

HOWARD, S. D.—A new Carnegie library building will be erected in this city.

IRENE, S. D.—The Methodist congregation here has voted to erect a new church building in this city.

TENNESSEE.

CHATTANOOGA, TENN.—Sharp Brothers are preparing to remodel their store on West Ninth street, at a cost of about \$10,000.

COLUMBIA, TENN.—Architect Alford is preparing plans for a new residence for the county sheriff, and bids will be advertised for about August 20th. J. T. McKnight is chairman of the building committee.

FOUNTAIN CITY, TENN.—A five-acre tract of land adjacent to the grammar school building here will be purchased by the Board of Education, and a new school building erected thereon in the early future.

ROBERTSVILLE, TENN.—Bids will be received at the office of A. C. Duggins, Superintendent of Public Instruction of Anderson County, Clinton, Tenn., until noon, September 1st, for the erection of a school building here.

TEXAS.

BEAUMONT, TEX.—A site on the corner of Liberty Ave. and Main St. will be purchased for the erection of a new building to house the Southwestern Telegraph & Telephone Co. George J. Todd is manager of this company.

BEEVILLE, TEX.—Bids will be received at the office of Architects Stephenson & Heldenfels until 1 P. M., September 1, for the erection and completion of a sixty-room hotel building for the Beeville Hotel Company.

EL PASO, TEX.—The International Brick Company will erect a brick plant, costing \$300,000, in the Cotton Addition, this fall. A site has been purchased between San Antonio street and the Texas and Pacific tracks.

DALLAS, TEX.—A bill has been introduced in the U. S. Senate by Senator Charles Culberson, providing for an appropriation of \$1,250,000 for the erection of a Federal building in this city.

GILMER, TEX.—Bonds in the amount of \$35,000 for a new high school building have been voted.

PANHANDLE, TEX.—At a recent meeting of the Palo Duro Baptist association held here, plans for a new Baptist sanitarium were discussed.

SAN ANTONIO, TEX.—Architect Leo M. J. Dielman, 306 East Commerce St., has been ordered to prepare plans for five buildings to accommodate manual training and domestic science departments in connection with ward schools.

TEXARKANA, TEX.—A new warehouse for the storing of cotton is to be erected on the corner of Third and West Elm Sts., at a cost of about \$8000. John F. Hunter of this city will erect this building and assume charge of the business.

WACO, TEX.—It has been announced by President J. B. Earle of the Brazos Valley Telegraph Company that a new five-story building will be erected for the company, to cost between \$80,000 and \$100,000. This company is to take over the local plant of the Southwestern.

WAKWOOD, TEX.—A new brick school building will probably be erected in the central part of the town.

VIRGINIA.

LYNCHBURG, VA.—Bids will be received by City Engineer Gibboney until September 15th for the new city hall building to be erected in this city.

WASHINGTON.

SEATTLE, WASH.—Architect M. J. Carrigan, Epler Bldg., has prepared plans for a three-story garage to be erected at Eighth and Pine Sts. for W. C. Barnes. Cost, \$45,000.

Plans are being prepared by Architect J. O. Taft, 2334 Tenth Ave., N., for a two-story reinforced concrete auditorium to be erected by J. A. Becker, 559 Nineteenth St., at a cost of \$500,000.

Plans have been completed by Architect Daniel Huntington, City Hall, for a two-story stable to be erected for the Street Department at 1155 Market street. Cost, \$7000.

SEATTLE, WASH.—Corwin S. Shank will erect his branch postoffice, store and office building at 42nd avenue and 14th street, according to plans by Architect V. W. Voorhees, Inc., Eitel Bldg.

WEST VIRGINIA.

CHARLESTON, W. VA.—Plans are in progress at the office of Architect James L. Montgomery, for a four-story and basement factory and warehouse building at 903 Kanawha street, this city. Structure will cost \$30,000.

WISCONSIN.

MILWAUKEE, WIS.—The Oxford Realty Company will erect a \$25,000 building on the site of the old Cary residence, at the northwest corner of Jefferson and Oneida Sts.



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