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Plate I.

THE GUILD-HALL, THAXTED, ESSEX.

February 1917.

AN UNSPOILED ENGLISH VILLAGE: THAXTED, ESSEX.

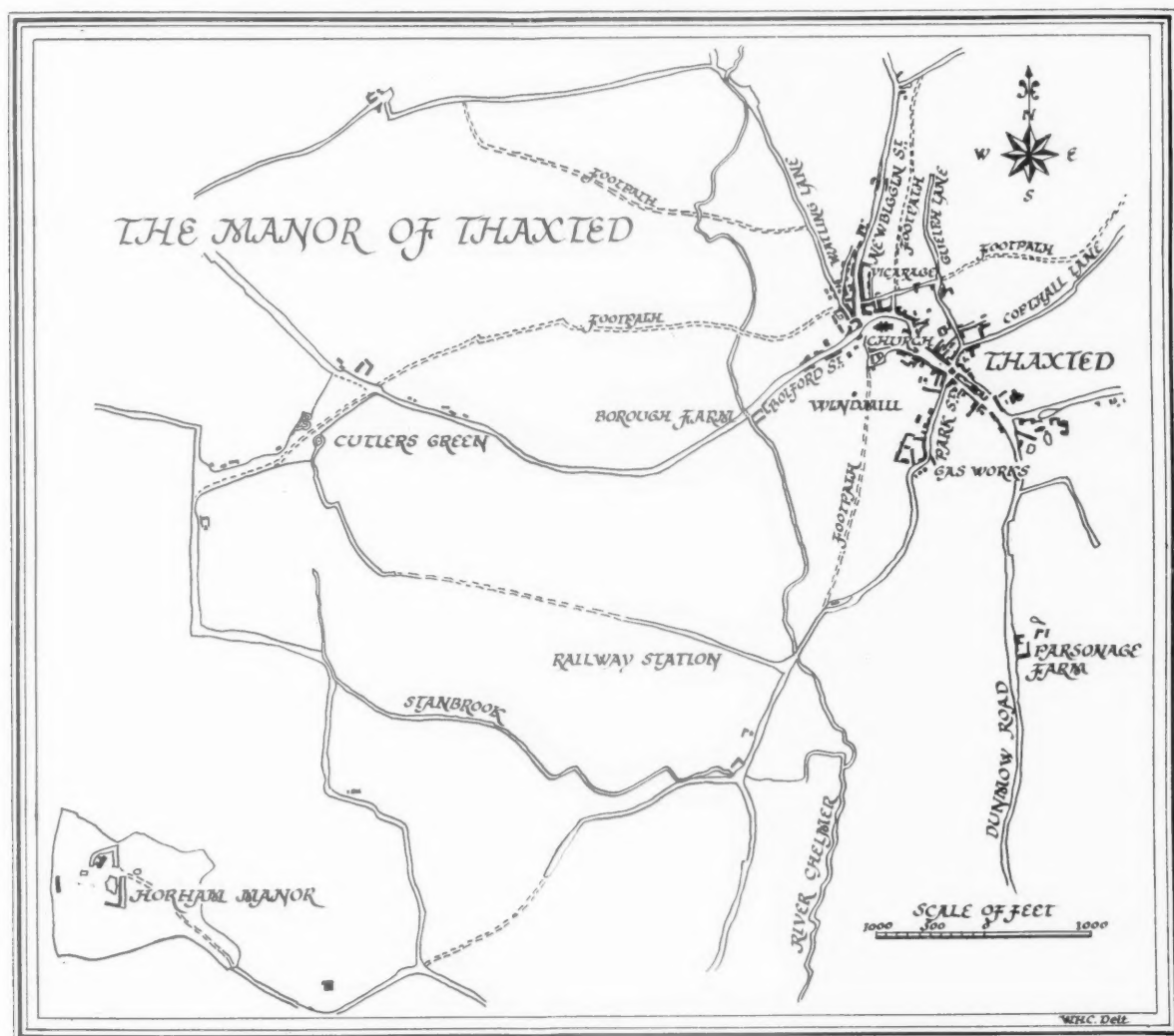
By W. H. COWLISHAW.

THAXTED is one of the few villages in England in which one may read history from the earliest times. There we have the two fundamental signs of temporal and spiritual wealth—a windmill and a church. Beneath the shadow of these signs many generations have grown up, flourished, and passed away since the days when the Manor of Thaxted belonged to Eluric the Saxon Thane. In the time of Edward the Confessor the church was annexed to the College of Clare in Suffolk. Each successive generation has left behind something of its achievement.

From time immemorial a windmill and a church seem to have stood on the hill; and although this is only about three

growth, clear on the face of it, belongs entirely to the current necessities, expressing the Adam-like wrestling with the soil or the elements, and yet clothed withal in a seemly and pleasant guise. The other is fungus-like, dumped down anywhere, with at best a factory as a nucleus, producing something entirely alien to the soil and district, around which the habitations of the workers accumulate on a preconceived plan, irregular and self-consciously picturesque, or what is better, formally and frankly planned as an intellectual exercise.

It is worse than useless to attempt to imitate the age-long growth of these ancient places, which have come down to



hundred feet above sea level, they are, nevertheless, quite prominent in the undulating country around.

Since Eluric's time the many roads approaching the place have been made, excepting the Roman one from Dunmow to Bartlow. The peculiar twists and turns in their course point to obstructions avoided, and not in the least to any preconceived idea of picturesqueness. These roads are the channels through which the life-blood of the place has always flowed. They are absolutely as organic as the windings of a river or the spreading branches of a tree.

There is a subtle and scarcely recognized difference between such a village and the modern garden city. The one, of slow

us as precious heirlooms, and should be preserved for the benefit of future generations as a national heritage. The greatest effort should be made by the Government to secure such villages from further destruction by public or private owners. Nothing in the way of alterations or additions should be allowed without the consent of a competent authority. It should be made known widely that these villages are as valuable a national asset as the pictures and other works of art preserved in our galleries and museums—in fact, more valuable, because they stand in situ and point to a time when England was self-supporting, a time that we can only wish was a fact in 1917.

The problem that will have to be faced in the near future is how to preserve these villages and yet utilize them to the fullest extent for a modern population who have moved out on to the land. The agriculturist with his steam, petrol, or electric ploughs and reaping machines will not only need new buildings, but in these out-of-the-way places he will require all the attractions of a town, as far as social life is concerned, because he will have more leisure at his command.

The resources of modern engineering and science will undoubtedly lighten the burden of agricultural toil, and this advantage should be shared by the nation as a whole. It should not be allowed to take the form of less labour on the land on account of the celerity with which the operations are done, working for long hours before dawn and after sunset; but more labour on the land, working fewer hours at a remuneration which would enable families to develop their best qualities.

In such circumstances, which may be comparatively easily attained (before the War they might have been attained

intellectually, but now they will be attained as one of the results of the great upheaval), there should be a natural conservation of the beauty of our ancient villages, a real appreciation of them, and a true instinct in carrying out any new works, however difficult, in harmony with the tradition which was broken by the advent of the commercial era in the mid-nineteenth century.

The War has disclosed the wealth of the country, disguised hitherto by acres and acres of squalid and unwholesome buildings, and the consequent low type of life. When we have carried out our War plans we should soon be in a position to sweep away this miasma.

Now let us consider Thaxted, which may persuade the reader that there is a *raison d'être* for the preamble.

By some curious aberration of mind the present railway station was built quite recently about one mile from the village. Why the Great Eastern Railway Company stopped short of carrying the line into the place is an incomprehensible mystery. It could surely never be accused of considering the æsthetics



THE BYPATH ENTRANCE THROUGH THE MILL FIELD.

of the situation; but so it is, and this good fortune must make us for ever grateful. According to information supplied by an inhabitant, the line was built for the principal purpose of reducing the cost of the haulage of coal from Dunmow, though, as a matter of fact, this advantage has never been realized.

The entrance to the village, if you leave the footpath to the windmill on one side, is by way of the road leading to Park Street. There is a sharp declivity down to the River Chelmer, enabling one to catch a glimpse of the windmill and the church that surmount the hill, surrounded by groups of quiet-looking, red-tiled buildings. The hillside sloping up to these buildings is corn-growing land with patches of gardens, orchards, and forest trees, interpenetrating and relieving the otherwise somewhat bare look of the landscape. At the side of the road on the right is another modern institution—the gas works. This again by some fortunate chance has been placed almost out of sight at the foot of the hill. In many ways this is a good example of the way in which necessary modern buildings should be treated in juxtaposition with ancient work. The

planning is good, devised to give the amount of gas required at the requisite pressure, and the whole of the buildings are inconspicuously placed. Having said this, one may add that such buildings should be well designed, plain and frankly expressing their purpose, which is perhaps more than can be said for the Thaxted Gas Works.

There is now a sharp turn in the street, disclosing a scene full of architectural interest. The sense of having passed from genuine country into the early days of the nineteenth-century building era, without having to wade through the usual squalid approaches now infesting our old towns, is most refreshing. It reminds one more of some French villages than anything else, and at Thaxted there is not only one approach unspoiled, but many—those via Bolford Street, Watling Lane, Newbiggin Street, Copthall Lane, and Mill End being equally noteworthy and delightful.

On the left of Park Street is a stone building, a barn, reminiscent of a much earlier period than the early part of the nineteenth century (see illustration on the next page). About the



A VIEW OF THE VILLAGE FROM THE DUNMOW ROAD.

middle of its height, built into the rubble and brick walls, are carved heads, suggestive of corbels, which may have belonged to a lower building with a thatched roof, in some way supporting the plate; or they may have been incorporated from the wreck of a tithe-barn in existence about the beginning of the fifteenth century. On the right is the Baptist Chapel, erected in 1882. This is a building of a very different type, of brick and stone or maybe stucco, Classic in conception, of a sober appearance, and quite a pleasant and unaffected piece of work. All along the street are houses showing through their present appearance the framework of earlier times. Dormers, gables, windows, and other items attract the attention, as in many instances they do not correspond with the general appearance.

Another sharp turn to the left brings one into Town Street, the principal street in the village. The Church and the Guild-hall dominate the scene, which for picturesqueness is

building was restored in 1911; that is to say, the nineteenth-century plasterwork was removed, disclosing the original framework. Possibly this was done on account of decaying timbers and plaster. For no other reason should the plaster have been removed, as it gave breadth to the design, and, judging from existing records, was quite pleasant to look upon.

It is difficult to ascertain whether this building took the place of an earlier Guild-hall or not. There are evidences of such a building having been in existence to the east of the present Vicarage.

This brings me to one of the most interesting historic periods of the village. It seems that it reached the zenith of its prosperity in the reign of Edward III, and that about that time the cutlers, who had been established there some time earlier, formed themselves into a Guild. It was they who may have built the first Guild-hall, although I must admit that I



PARK STREET.

rarely surpassed anywhere in England; and combined with this quality is a nobility of mould which satisfies the architectural mind. Reminiscences of France again become dominant, the reason being perhaps that there are many more unspoiled agricultural villages in France than there are in this country, rather than that there is any external suggestion of French influence.

On the right and left are houses mostly clothed in eighteenth or nineteenth-century garb, through which appear fifteenth, sixteenth, or seventeenth-century timber framings. On one of the houses are carved in rude fashion the arms of Edmund Mortimer, which fixes the date at about the first half of the fifteenth century. The Guild-hall and group of buildings adjoining were built in the reign of James I. The Guild-hall is now used for parish purposes, the old council-chamber as a reading-room, and the upper chamber for parish meetings. This

have been unable to find any evidence upon which to found such a theory.

Through the kindness of Mr. R. H. Browne, civic Cutler and Draper of London, I am able to relate that on visiting one of the cottages in the High Street he noticed several bottoms, as the cutlers call old or worn-out grindstones, and was told that these were the relics of the cutlery trade. He says, however, that the parish register, dating from 1538, is absolutely silent as to trade matters. One tradition is that there was a colony of armourers working here under the patronage of Edmund Mortimer, Earl of March, who died in 1381. Earlier than this it may have been a depot for the forging of implements of war, such as pikes, bills, and perhaps swords. When armour was falling into disuse the men engaged no doubt gradually took up the manufacture of cutlery, which in one or two respects would be akin to their old calling.



Plate II.

NEWBIGGIN STREET, THAXTED, ESSEX.

February 1917.

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One of the principal and early notices of the town and its trades refers to one Thomas Adam, who went to London in the fourteenth century and established himself in the "Cutlery" in the Ward of Chepe. There were others who went to London to buy ivory and other things connected with the trade, which it seems the Cutlers Company bought in bulk and retailed to the trade; one man even bought a whole tooth, which was a fabulous price in those days. This is *prima facie* evidence that the men of Thaxted undertook a high class of work, as well as the commoner hafts for everyday use.

The town seal does not help very much to elucidate the history of the trade, excepting that there are two if not three fetlocks in the field, with the crossed swords of the Bishop of London.

Mr. Browne also informs me that, when making an index of the Essex marriage licences 1664 to 1856, he saw mentioned one

this point is too small a waterway to be of any use. About a mile away is a hamlet called Cutlers Green. It is a charmingly unsophisticated spot, and I went there in the hope of discovering some historic data relating to the trade. But there appeared to be nothing left to indicate such an industry, the name alone remaining.

Resuming our survey of the village, it must be noted that on passing the present Guild-hall there is on the right a substantial-looking brick-built house, known as the Great House, and dated on the rainwater heads 1778. It is a good specimen of the period. The front is unfortunately marred by the addition of a hideous iron railing and two bay windows of late Victorian date. Imagine the building without these and one sees the fine proportions; and in the spring, before the wistaria has come into full leaf, the rich, warm tones of the brickwork are very beautiful. The general lay-out of this house is most attractive,



BOLFORD STREET.

Sams, a cutler of Thaxted, about the year 1708. He may have been one of the last survivors of the trade.

It would be interesting to investigate the reasons for the establishment of the armourers' and cutlers' industry at Thaxted. How did the men get the bundles of steel and iron, to say nothing of the heavy grinding-stones? There seems to be no sign of iron-ore in the neighbourhood upon which a flourishing concern could be built up. But no doubt timber was very plentiful around the village in former days, and could be used for working the metal.

Mr. Browne also says that the Sheffield people used to put their heavy goods in the packet-boats at Tickhill, near Rotherham, in Yorkshire, and ship them thence to Hull and London. The raw materials must have been brought to the village by horse transit along one of the Roman roads, such as that from Dunmow through Bartlow to Cambridge, as the Chelmer at

with a small front garden, formally enclosed by a dwarf wall, and a lawn and side flower-beds at the back enclosed by a high red-brick wall, having a gateway of iron gates with brick piers on either side surmounted by pine-cone stone finials. Outside this gateway is a lane, and on the other side are a similar gateway and walled-in kitchen and fruit garden.

On the left of Watling Street is the Church, dedicated at first to St. Lawrence, on whose day the feast and fair are still held in the village. It was again dedicated to Our Lady, possibly after it had been enlarged by the Mortimer family at the latter end of the fourteenth or beginning of the fifteenth century; and, thirdly, to St. John the Baptist, in the reign of Edward IV, when it was completed much as it is seen at the present time. The larger portion of the building belongs to the Late Perpendicular period, but the nave arcade, as in so many instances, is of earlier date—probably about the time of

Henry III or Edward I. This unquestionably is a portion of the earlier church which was dedicated to St. Lawrence. Now St. Lawrence was the patron saint of the Cutlers, and one may therefore infer that they were sufficiently flourishing to provide some, if not all, of the means of building the thirteenth-century church. At that time the village had grown to considerable dimensions, and evidently enjoyed great prosperity and various immunities and privileges.

Presumably there was a Norman and Early English church dedicated to St. Catherine, but no remains appear above ground.

The Rev. G. E. Symonds, a former Vicar in 1850, says: "The parishioners even in their most prosperous days could hardly have accomplished the work without aid from other sources. That the College of Stoke assisted seems probable from what Archbishop Parker, formerly its Dean, says in his letter to the Lord Treasurer, wherein he asks for convenient allowance in maintaining this edifice, builded of good zeal and devotion of our predecessors. The various coats of arms remaining in the church seem to point to the conclusion that the parish was assisted by persons of power and wealth connected with the place, though not inhabitants. The possessors of the Manor of Clare, of which Thaxted was a part, very probably furnished money and land at the first, as they certainly did for the purpose of completing it."

Beyond the fact that the church is a very fine one, there are few exceptional points of interest about it worth noticing. The south porch with its parvise is unusual, as it has east and west doorways as well as one facing south. It is of Early Perpendicular type. The north porch has a very ornate front—considerably restored, I fear. Above the doorway are two large panels inscribed with the royal shield of arms of Edward IV, which dates the work conclusively at about 1461; although from its characteristics one would be inclined to ascribe it to a somewhat earlier period. Above these panels are two large windows lighting the room over the entrance. This room is

approached by a bold projecting staircase at the south-west angle. Surmounting the whole is one of the two crucifixes which have survived destruction. The other one is over the east end of the chancel.

The angle buttresses of the tower are also unique, most ingeniously devised, and beautiful. The spire was struck by lightning in 1814, and was rebuilt in 1821 at a cost

of upwards of £1,000. The wooden flying buttresses at the base of the spire lend a grace to the general effect, but serve no constructional purpose, so far as can be seen from below. It would be interesting to know if these flying buttresses formed part of the original design when the tower and spire were erected—about the middle of the fifteenth century. The present spire lights are obviously an imitation of very late Perpendicular work. Before passing onwards I must remark on the admirable way in which the tower has recently been put into a thorough state of repair.

The remarkable points of interest inside the building are the chancel arcade, which has the spandrels above the arches pierced with quatrefoils—an unusual feature even in Late Perpendicular work. It is not a beautiful form, as it makes the whole of the arcade look attenuated and weak in construction.

The celatura, which I did not see, at the east end of the roof of the Lady Chapel, is described by Mr. Symonds as worthy of notice, as few examples are now in existence. He says: "In former days it was frequently prescribed by bishops, not for reverence merely, but as a security against dust and insects falling upon the altar from thatched roofs.

The panels of this celatura are decorated with the emblems of the Chalice and Host, the sacred monogram and the monogram of Our Lady."

The font cover, of oak, beginning at the floor level with plain panelled work and finishing in a highly decorated spire, is a most interesting piece of church furniture, dating probably from about the end of the fifteenth century.

Beyond the churchyard stand a group of cottages designated almshouses. It is quite probable that the ones that are



THE WINDMILL.

thatched are in the main of an early date—perhaps as early as the fourteenth century. One section consists of several cottages under one roof, with entrance doors to single rooms facing west and windows facing east. The lane running between these cottages leads us into the windmill field (see illustration on page 26).

The present windmill was built in 1805, and has been kept in good repair until quite recently. It is, unfortunately, rapidly becoming a wreck, being no longer used. If there is no incentive to put this excellent machine into a state of repair, and it might cost £100 to do it, it ought to be acquired by the Board of Agriculture and put into working order. Although windmills are slower than the modern steam appliance, it must

not be forgotten that the motive power costs nothing, and that it is nearly always there day and night, ready to be harnessed; and the works need comparatively little attention. Soon it will be too late, for the storms of another winter may completely disintegrate the top and sails. Here is one of the many opportunities which should be seized at once, to go hand-in-hand with the larger attempts to satisfy the outcry for more "food production." Moreover, this beautiful building would be preserved through its legitimate use, giving all that can be desired. The historic windmill field would again become a scene of activity whereby the brain, thews, and sinews of the future men of Thaxted may leave their achievement in the village after the manner of their ancestors.

THE ADELPHI.—II.

By ARTHUR T. BOLTON, F.S.A., F.R.I.B.A.

(Concluded from p. 20, No. 242.)

ALTHOUGH Coutts's Bank did not form part of the Adelphi scheme, the firm is inseparably connected with Durham Yard and the Adams. In 1702, John Campbell, who died in 1712, had a bank at the "Three Crowns, Durham Yard," in a shop which had been a haberdasher's. His partner, George Middleton, married Mary Campbell, and in 1753 the bank was solely in the hands of George Campbell, who took James Coutts into partnership in 1755. John Coutts, a merchant of Edinburgh who had been Lord Provost 1742-4, married Jane Stuart of Allanbank, and was the father of four sons—John, James, Patrick, and Thomas. James married the niece of George Campbell, and the firm now became Campbell and Coutts, Durham Yard, Strand. George Campbell died in 1761, and Thomas Coutts, who then became partner with James, his elder brother, relinquished a corn factor's business which he had been carrying on in St. Mary Axe, in connexion with his other brothers in Edinburgh. James Campbell was M.P. for Edinburgh 1762-8, and died in 1778.

One of Thomas Coutts's ideas was that of giving dinners to bankers, through which he came to advance on a note of hand £30,000 to an unknown peer who, by the tenor of the story, may have been the Earl of Bute. In this way he is supposed to have secured the patronage of George III, until by advancing £100,000 to Sir Francis Burdett for the Middlesex election he lost his Royal client. The King then transferred his account to

Drummond's, but as they on his request declined any advance to the Prince Prodigal, George IV, when his time came, returned once more to the house of Coutts.

Thomas Coutts married Elizabeth Starkey, and of their three daughters, known as the "Graces," Susan married the Earl of Guilford, Frances the Marquess of Bute, and Sophia Sir Francis Burdett, Bart. Subsequently Thomas Coutts married Miss Mellon, the actress, to whom on his death on 22nd February 1822 he left £900,000. Remarrying the Duke of St. Albans, her money was left to Angela Burdett, youngest daughter of Sir Francis Burdett, who hereupon took the well-known name of Burdett-Coutts.

To this account in F. G. Hilton's "Handbook of London Bankers" it is added that the late banking house, No. 59 Strand, was built by the Adams in 1758 on the site of the old house. This appears to be stated on the authority of Cunningham's "Handbook of London," but it is doubtful whether the Adams did more than alter and adapt the older frontage block to the Strand, and add to it at the back, in connexion with their scheme of development on the Durham Yard site. At any rate there are no drawings in the Adam collection relating to the Strand frontage, and we have besides Wedgwood's letter regarding showrooms on the Adelphi site which states that the Adams waited in vain to obtain part of the frontage to the Strand.

The subsequent history of the Adelphi buildings must now be briefly given. The



BRIDGE OVER WILLIAM STREET CONNECTING MR. COUTTS'S PRIVATE HOUSE WITH THE BANK.

William Adam, Architect.

data for it, by Mr. Hayward's courtesy, have been obtained from a report drawn up by William Scurry, the surveyor who undertook the repairs of the property in 1872. The report states:—

"Between the years 1780 and 1865 the lower portion of this estate became notorious as 'The Dark Arches of the Adelphi,' the premises having degenerated into the resort of the lowest class of London life. The vaults and rooms were occupied by various tenants, the wharfs principally by coal merchants, with stabling for horses and cows. Various other objectionable uses were being made of the vaults, resulting in great occasional disorder. All these abominations were now removed, and the subways came under the surveillance of the police.

"The lease of the Adelphi buildings expired in 1867, and the property passed to Messrs. Drummonds, who obtained the estate from the trustees of the Duke of St. Albans.

"Early in the year 1872 the condition of portions of the estate attracted the attention of the authorities, as being in a dangerous state, and an order was obtained to compel an immediate repair. Surveys were then instituted, and a considerable portion of the premises being found to be very defective, particularly in the foundations, the freeholder directed the necessary works to be done forthwith."

The construction of the Thames Embankment in front of the property had materially modified the conditions, and taken away the water access. Plans and surveys made in 1860 by Messrs. Driver, surveyors, have, together with such Adam drawings as have been preserved, enabled the writer to reconstruct the scheme in the drawings published with the first part of this article, with as close an approximation to their original condition as is now possible. Mr. Scurry records in his report that—

"The works subjected to repair in the lower portion of the estate extended for a length of 300 ft. from east to west, by 180 ft., and comprising ten ranges of vaults and three subways.

"At the commencement it was found necessary to construct an extensive series of shoring with large timbers and centering under the several arches. This was required to be sufficient to support the superincumbent weight, so as to allow of the several division walls in the lower vaults being taken down

and rebuilt to the extent of one-half of their thickness at a time. The walls and staircases of the Terrace houses were also shored up, and further shoring was placed over the space between the Terrace and the houses in John Street. Gas was introduced to a large extent, which enabled the underground works to be more conveniently pursued.

"The foundations of the extensive ranges of arches in the lower substructure of the buildings were found to have been constructed on piles driven into the old bed of the river. On these piles were laid balks of timber, in addition to which two courses of timber had been laid horizontally in the substance of the walls at different heights. Timber was also framed

in the walls in various forms, upright and otherwise, as in trusses over the arches. Bond timbers were found in all the walls of the Terrace houses below their several basement floors—indeed, so large a quantity had been used as to considerably lessen the solidity and strength of the building."

This injudicious use of fir timber, customary at the time, the greater part of which had become rotten, mainly contributed to the partial failures by settlement which had occurred. "In all cases this timber, where it could be arrived at, has, with a few exceptions, been cut out, and the spaces have been filled in solid with brickwork in cement. The decayed tops of the piles were cut off or buried in concrete, and the spaces occupied by the trusses over the arches have been filled in with cement concrete, wherever brickwork could not be used.

"The southern vaults had been divided in two heights with a timber flooring which was supported on upright posts, and a gallery had been formed in the divided height communicating with the upper portion of these vaults. The access thereto was by four flights of stone steps which were continued up to a range of rooms over the open arcade throughout the whole length of the frontage. This flooring and the steps were in such condition as to necessitate their removal, leaving the lower vaults in one height. These rooms are now projected to the face of the arcade so as to include and utilize that space, and new division walls and arches have been built.

"The division walls, nearly four feet in thickness, have been for the greater part rebuilt with hard bricks laid in Portland



PRESENT-DAY VIEW OF ADELPHI TERRACE, FROM THE EMBANKMENT GARDENS.



Plate III.

ADELPHI TERRACE, LONDON.

Robert Adam, Architect.

From the print by Thomas Malton, 1795.

February 1917

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cement on cement-concrete bases, averaging 4 ft. 6 in. in depth below the ground line, and 8 ft. in width. Wide-spreading footings with counter arches in each of the openings were put in to equalize the weight above. New piers and arches were also built in the several openings, and under the front and back walls of the Terrace and of the houses in John Street. Piers and arches were constructed under the two staircase walls of the Terrace houses, which formerly rested on the span of

"Along the southern frontage the mezzanine of the intended arcade below the roadway of the Terrace formed a range of twelve rooms with a gallery, all the interior walls of which have now been renewed or repaired. The brickwork of the front wall of the river terrace above the great arches from the top of the piers up to the iron railing, being very unsound, was cut out from 14 in. to 18 in. in depth, and renewed in cement. The piers were repaired and strengthened, new cement caps



VIEW AT CORNER OF ADELPHI TERRACE AND ADAM STREET.

the vault arches alone. The few walls not wholly rebuilt were soundly underpinned and repaired.

"At the southern end and above the lower vaults along the whole frontage there was an intricacy of walls and arches to support the areas and coal cellars of the Terrace houses and roadway. All this older construction, being in a dangerous condition, has been rebuilt on an improved plan, with new stone steps in two flights, giving access to each of the two lower floors of the Terrace houses.

and a new cement cornice being added for the whole length. This front wall of the Terrace, not having been bonded with the brick arches, was further secured with strong-iron ties.

"The brickwork of the subways under the streets was underpinned, rebuilt, or repaired. The surplus ground of the roadways, introduced to minimize the former flooding, was carted away, the levels were improved, and the surfaces were made solid with broken stone, curbed, channelled, and drained.

"The nine vaults under the houses on the eastern side of Adam Street were subjected to much repair. The piers were rebuilt to one-half of these vaults on concrete foundations. New arches were built under the party walls, and each vault was divided by new brick walls, and a very large quantity of rotten timber was cut out.

"The arches of the rooms and the gallery under the Terrace roadway, when originally constructed, were covered wholly with lead, little of which, however, remained, and that so much worn in holes as to render the rooms continually wet, and this defect was now remedied.

"The old stone piers and iron railing along the Terrace

front, which were so much worn and so insecure as to be dangerous, were thoroughly repaired. The houses facing the Terrace have each had new Portland stone landings and curbs, with new iron railings.

"In the central area, or internal court, between the houses towards the Terrace and the backs of those in John Street, was a lead flat, 180 ft. long by 28 ft. wide, which served as a roof to the sculleries in the basements of all the houses. This flat was originally divided longitudinally and transversely by iron railings, and eight circular skylights were provided for light to the lower vaults, formerly known as Durham Yard. This construction has been wholly removed and renewed (excepting only a small portion in one corner) upon an improved plan, the flat being raised two feet higher than before. Eight new square skylights and thirty-two new glazed windows were put in.

"The coal vaults of the several houses in Adam, John, and Robert Streets, immediately under the roadway, are built upon the large arches which cross the whole width of the streets under them. In a great number of these coal vaults the rotten timbers have been cut out, and the walls have been repaired or rebuilt.

"The drainage of the estate is wholly conducted to the main public sewers passing down from the Strand under Lower Adam Street and Lower Robert Street; another public sewer passes under William Street. In the southern division of the vaults under the Terrace houses, and in their narrowest portion, exists a large brick barrel main drain, originally laid to pass westward and eastward from Durham Hill to the sewers in Robert and Adam Street. This sewer being yet in useful condition was cleaned, repaired, and utilized to take the new pottery pipe drains from the central lead flat and from the backs of the houses.

"In the execution of the foregoing works, and to afford an idea of their magnitude, it may be stated that during the four and a half years of their progress, 1,880,800 bricks, 13,965 sacks of Portland cement, besides a very large quantity of Roman cement, 4,117 cubic yards of sand and stone ballast, besides a very large quantity of lime, were used. Nearly 6,000 cubic feet of timber and a large quantity of deals and planks were supplied, and 12,313 loads of rubbish were carted away. The gas supplied, with the fittings requisite for its temporary use, was of itself an expensive item. The labour of the workmen employed from March 1872 to August 1876 cost £23,237 6s. 7d., and the various materials accounted for £19,005 18s. 11d., making together a total of £42,243 5s. 6d.

"In addition to the works before described, all the houses in the Terrace, eleven in number, including the end



FAÇADE OF SOCIETY OF ARTS BUILDING IN JOHN STREET.

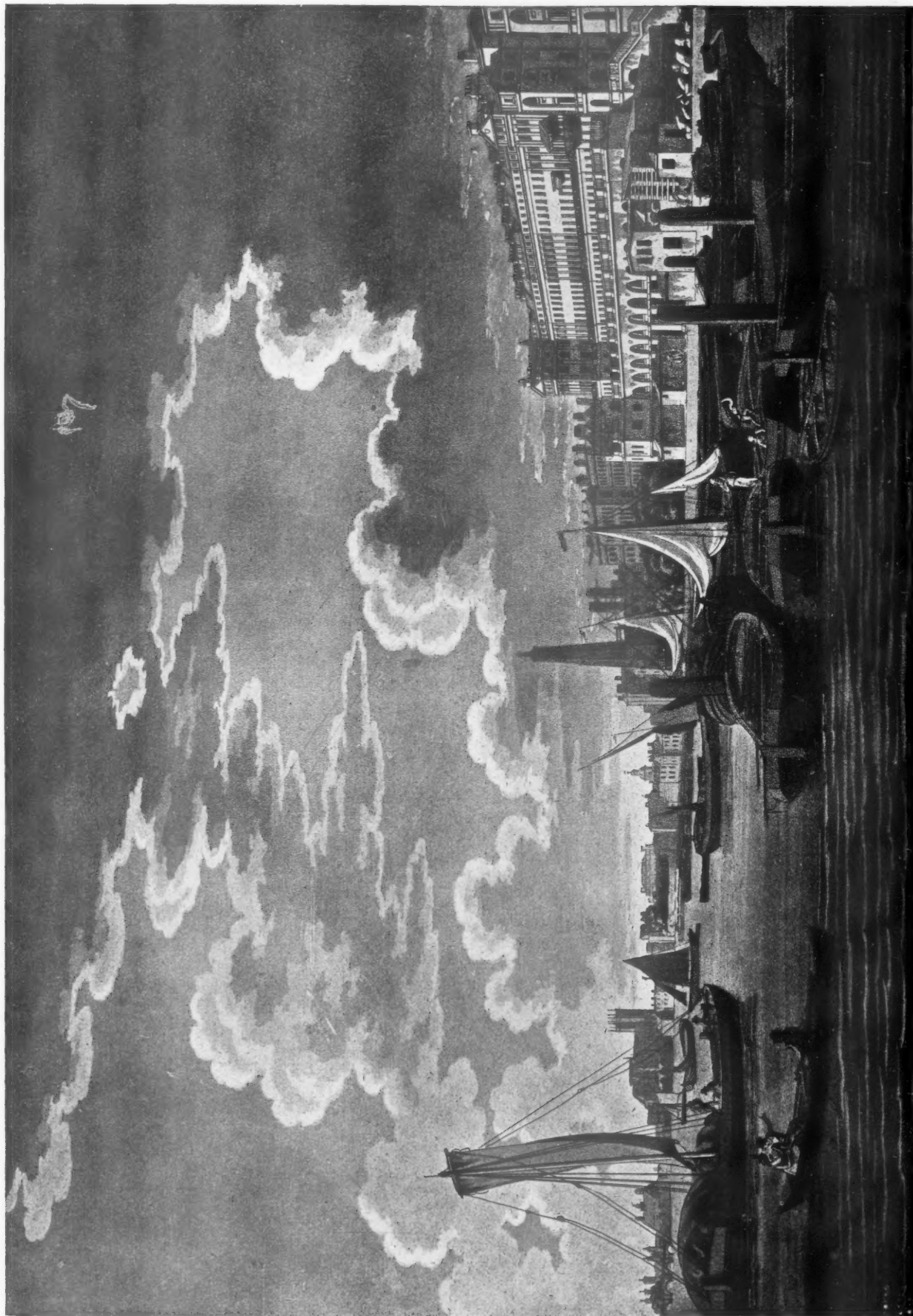


Plate IV.

THE ADELPHI, LONDON,
From the print by Thomas Malton, 1796.

February 1917.

10

house numbered as 20 Adam Street, have undergone a most searching and thorough repair throughout. All the upper stories have been rebuilt and raised two feet higher than before, the party walls and chimneyshafts being raised accordingly."

It is to be noted that the report does not allude to the construction of the central pediment, which was a new feature, quite unauthorized by the original design. Nor is there any reference to the stucco rustics and dressings introduced in parts which Robert Adam had purposely left quite plain.

"Entirely new slated roofs have been formed to each house, with new gutters, lead flats, and new skylights over the several staircases." This means that the pleasant oval or circular lights used by Adam have all been replaced by dull square wooden skylights. "The fronts of Nos. 7, 8, and 9, and the back fronts of Nos. 1 and 2, have been wholly rebuilt, with new windows where required. These are glazed with

plate-glass in front, and embossed glass at the back. All the front doors are new, and other doors, finishings, etc., have been either renewed or made perfect. The chimneypieces and stoves have been renewed where wanting or made perfect. The basement stone stairs were wholly renewed and improved, and the principal stairs repaired and improved, and the coal

vaults rebuilt. All the plastering of walls and ceilings and cornices was made good, with entirely new ceilings and enriched cornices where required, and all the houses papered and painted throughout."

The last quotations have been given in full because it is as well to know to what extent the original character of these houses has been affected.

The repairs were well done from a practical point of view, and achieved their object in giving a new lease of life to the property, and one can only regret that they were not informed by a more artistic appreciation of the work of the Adams. Had fortune deferred their execution for another generation, the task of preservation and repair would doubtless have been approached in a very different spirit. Walpole's sneers at the Adelphi are rated now at their true worth, and the nineteenth-century legend which classed Robert Adam as a mere fashionable architect, little better than a speculating builder, is pretty well dispersed. There was in

Robert's artistic ideas and practice a force which created a reaction in the century succeeding his own, and the very violence of this reaction testifies to the worth of the man. Robert Adam himself claimed to be a revolutionary artist. His position must be compared with that of Sir Joshua Reynolds in painting, and David Garrick in acting.



VIEW LOOKING UP ADAM STREET TOWARDS THE STRAND.

From the print by Thomas Malton, 1796.



VIEW OF LONDON FROM THE ADELPHI TERRACE.

Photo: Bedford Lemere & Co.

CURRENT ARCHITECTURE.

CHELSEA HOSPITAL FOR WOMEN.

BEFORE proceeding to describe the new Chelsea Hospital for Women, here illustrated, we may give a brief account of the development of this well-known institution, from particulars furnished to "The Hospital Gazette" by Mr. Herbert H. Jennings, secretary of the hospital.

The foundation dates from 1871, when the hospital was established by Dr. James H. Aveling and Dr. Thomas Chambers with the general object of providing free treatment for women suffering from diseases, a secondary object being to make provision for those who were able to pay small fees. A house was taken in the King's Road, Chelsea, with accommodation for ten beds, and here during the next twelve years the work was carried on. The growing requirements made additional accommodation imperative, and accordingly in 1880-83 a new hospital was erected on a site in the Fulham Road with provision for sixty-three beds, which number, however, was subsequently reduced to fifty in accordance with more modern ideas of ward space. The hospital, equipped with a fine medical staff, was able to carry on its work adequately for the time being; but the great reputation it was gaining made the need for further extension increasingly insistent. More beds were wanted, more accommodation for nurses and for out-patients. The area of the site precluded the extension of the existing building, and it was decided that the only satisfactory course to adopt would be to rebuild the hospital. When these facts were brought to the notice of the late Earl Cadogan, formerly president of the institution, he most generously presented a site in Arthur Street, near by, on which to build a new hospital and nurses' home. Funds for the new building were forthcoming from various sources, and in June 1914 the work of erection was begun. The new hospital was ready for occupation in August last year, and was formally opened by Her Majesty the Queen. The nurses' home, however, has not yet been erected (owing to want of funds), and it has been necessary as a temporary expedient to house part of the staff in the



A VIEW IN ONE OF THE WARDS.

hospital itself, thus reducing the number of beds available for patients from eighty to fifty-seven.

The architects of the new building are Messrs. Young & Hall (which firm consists of Mr. Keith D. Young, F.R.I.B.A.; Mr. Alner W. Hall, A.R.I.B.A.; and Mr. C. Montagu Jones, A.R.I.B.A.—the two latter now serving with the Forces).

The front of the building faces west to Arthur Street, and is 250 ft. in length, consisting of a central block with wings on either side; the rear of the site is bounded by the Chelsea Infirmary; and on the south side is a plot of ground at present unoccupied, but upon which will be erected the nurses' home, with a garden laid out between it and the main hospital building.

The following is a description of the accommodation:—

The basement contains the out-patients' department, consisting of waiting-hall, dispensary, consulting-room, examining-rooms, and small waiting-room for medicine, with separate entrance and exit, so that patients follow a definite route and do not meet or cross. A view of the waiting-hall is shown on page 38, taken from the end at which the out-patients' inquiry office is placed, and looking towards the consulting-room (seen through the open door on the left). The hall is 60 ft. by 25 ft., and has seating accommodation on benches placed in threadled formation between enclosing rails. The consulting-room is 24 ft. by 20 ft., and the examining-rooms, four in number, open into it, as also do the dressing cubicles, of which there are two to each examining-room, so that the work may be carried on without delay. In the basement also are the boiler-house and coal stores, disinfecting-room, tradesmen's entrance, stores, a room for soiled linen, with a chute from each floor opening on to balconies, a special Jews' kitchen, porter's rooms, pathological laboratory, and space (not yet occupied) for X-ray and electrical work.

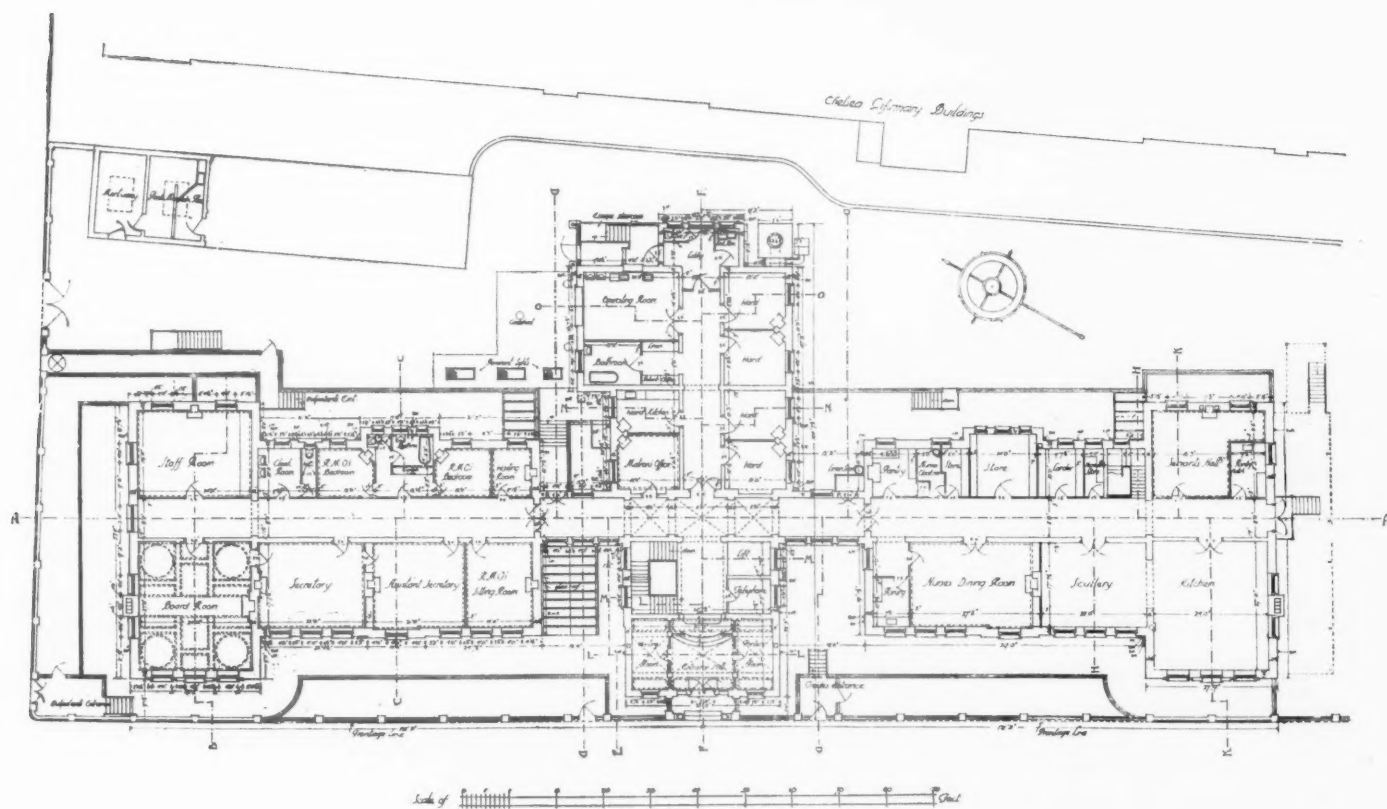
The ground floor contains in the centre block the main entrance, the telephone-room, waiting-room, staircase and lift, matron's office and porter's office, four wards for septic cases, with ward kitchen, bathroom, operating-room, and sanitary offices adjacent. The north wing is occupied by the administrative offices, board-room, staff common-room, and rooms for two resident house surgeons. The south wing contains the kitchen offices, nurses' dining-room, servants' hall, and store. A view of the kitchen and scullery is shown on page 38, looking towards the nurses' dining-room (the serving hatch of which is seen on the left of the end wall).

On the first floor the front part of the centre block contains the matron's sitting-room, bedroom and bathroom, staircase and lift, and the back part contains the operation theatre, anaesthetic-room, sisters' room, dressing-room and bathroom for surgeons, sterilizing and wash-up-room, and disrobing-room. There is no floor over this part. Each wing contains three wards of four beds each and one ward of seven beds, ward kitchen, sisters' room, linen store, store for patients' clothes, and combined store, examination-room, bathroom, sink-room, and w.c.'s for staff and patients.

The front part of the second floor is occupied by the linen and mending-room, with serving-room adjoining, and staircase and lift. The wings are arranged in every way like the floor below. At the end of each wing is a wide balcony on to which beds can be wheeled, and connected to each balcony is a fire-escape staircase.

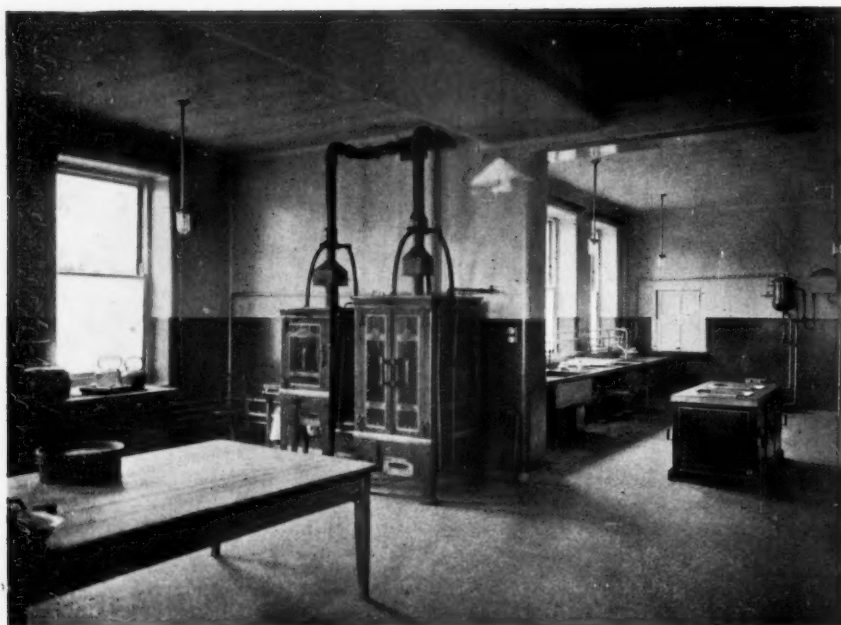


Front to Arthur Street.



Ground-floor Plan.

CHelsea HOSPITAL FOR WOMEN.
Young & Hall, Architects.



KITCHEN AND SCULLERY.

In connexion with the wards it may be pointed out that they conform to the desire of the authorities for small wards (the majority being for four beds). The floor is of linoleum on concrete, and the walls are finished either with "Salubra" or enamel paint. The windows are of a new "Austral" pattern. "Their peculiarity is," says Mr. Jennings, the secretary to the hospital, "that the upper sash is half the size of the lower sash, and leaves the framework before the lower sash does so, thus giving ventilation at the top without the necessity of the window being open at the bottom too. With the ordinary Austral window this effect can only be obtained by constructing a fanlight above it. The newer form of this window is, therefore, less costly and gives less trouble to work and clean than the older form in combination with fanlight."

The general contractors for the hospital were Messrs. Foster & Dicksee, Ltd., of Rugby and London.

The following are some notes on the reinforced concrete and other constructional work which was carried out by Messrs. Trollope and Colls from the designs of their chief engineer, Dr. Oscar Faber, D.Sc.:—

The constructional work generally is of reinforced concrete, including the bridges connecting the wings to the central block, with the exception of the very heavy beams under the ground floor, which, together with the stanchions supporting them, are of constructional steelwork. The floors are of reinforced concrete and tile construction, with a view to providing at minimum cost a sound floor with a flat soffit unbroken by beams. The success with which this has been done will be gathered when it is stated that the general thickness of the floors is only 9 in. on a clear span of 18 ft. The tiles were made of a porous material, so that fittings of all kinds could readily be screwed to the ceiling, both during the original construction and subsequently, without it being necessary to have recourse to plugging and disfiguring the ceiling, and, incidentally, the use of this material adds to the sound-resisting

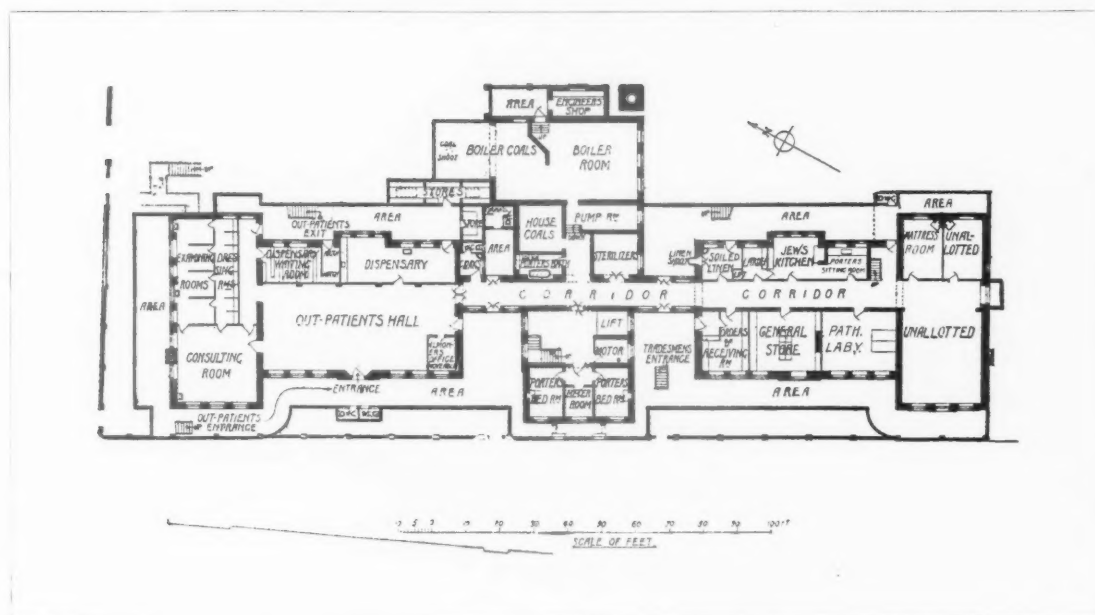
qualities of the floor. A reinforced concrete retaining wall, 15 ft. high, keeps back the earth from the area which nearly surrounds the building, this wall being 9 in. thick for the upper portion of its length, and 13 in. thick for the lower portion. The foundations for this wall were carried down about 5 ft. below the area level, so that access to the drains could readily be obtained at any time without undermining the retaining wall. The staircases also are constructed of reinforced concrete, the landings being 4 in. in thickness and the solid balustrade 3 in., all internal and external angles being rounded to facilitate the removal of dust when cleaning. The whole of the reinforcement consists of plain round mild steel bars.

The sanitary equipment of the hospital is of course of the most modern character, and many of the appliances are of novel design. Throughout there is evidence of thoughtful care having been given to the varying requirements of different parts of the hospital. The drainage system, which is entirely of iron, has been designed with a view to economy alike in first cost and in maintenance, and the lines of pipe-work have been so arranged that while not being in any way obtrusive they are freely accessible from end to end. The whole of the sanitary work has been carried out by the well-known firm of Messrs. Dent & Hellyer, Ltd.

Messrs. James Slater & Co. (Engineers), Ltd., of London, installed the cooking, heating, hot-water supply, and sterilizing plant; also fire mains and hydrants. The kitchen plant includes apparatus for cooking both by steam and gas: the boiler-room plant consists of steam boilers, hot-water boilers, and feed pumps in duplicate. Warming in the main portions of the hospital is effected by means of hot-water radiators, the operation theatres being warmed by steam radiators. The hot-water domestic supply includes all baths, basins, sinks, towel rails, bed-pan racks, also linen-room coils and rails. In the ward kitchens a steam-heated hot closet is provided for keeping food warm.



OUT-PATIENTS' WAITING-HALL.



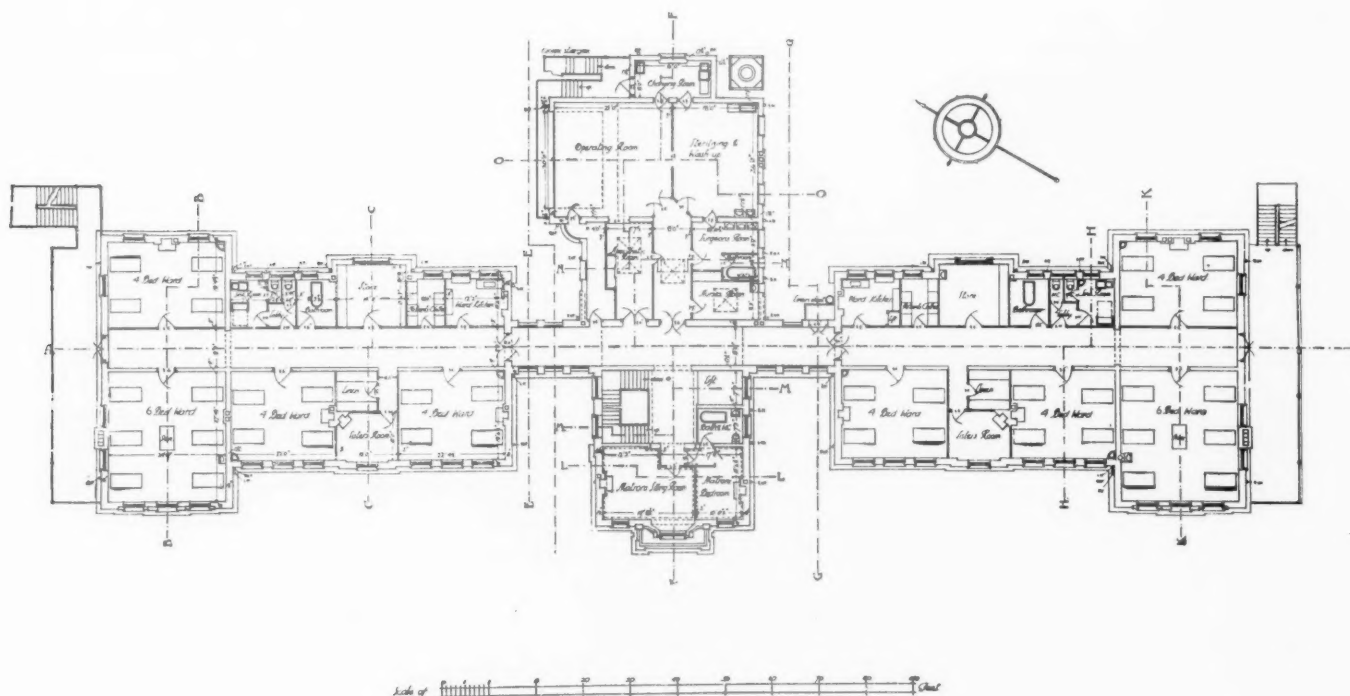
BASEMENT PLAN.

The electrical work was carried out by Messrs. Cecil Cooper & Co.; mosaic work by Messrs. Rust's Vitreous Mosaic Co.; and parquet and terrazzo flooring by Messrs. Turpin & Co. Flush doors were supplied by Messrs. John P. White & Sons; electric lift by Messrs. Smith, Major & Stevens; "Salubra" wall-covering by Messrs. Godfrey Giles & Co.; electric clocks by The Synchronome Co.; grates by The Teale Fireplace Co. and Messrs. Bingham & Sons; enamel paint by Messrs. Thomas Parsons & Sons; and stair treads by Messrs. Stuart's Granolithic Co., Ltd.

The wiring for electric light, as well as that for the telephones, clocks, bells, and fire alarms, is run in steel conduit, which for the most part is sunk in the floors and walls. The

wards are lighted by pendants, and each patient has a movable bracket lamp over her bed for reading by, while a 6 ft. length of flexible wire allows the same lamp to be used for examination purposes; the outer covering of the flexible is not of silk or cotton, but of rubber, as this does not collect dust and can be washed. All the brackets are "earthed" by means of a separate conductor, so as to avoid risk of a patient receiving a shock. Gas has been laid on to all the wards, and pipes taken to every fireplace in the hospital, so that gas fires may be installed if at any time desired.

The total cost of the hospital, as at present erected, is stated to have been about £50,000. Another £25,000 is needed to complete the scheme.

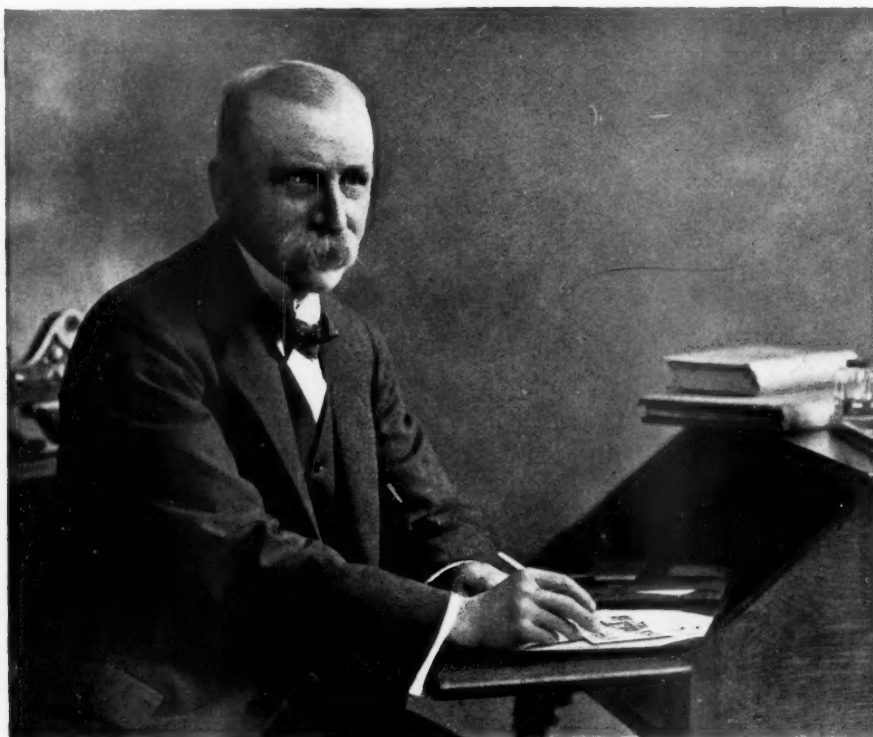


FIRST-FLOOR PLAN.

THE LATE MR. HERBERT BATSFORD.

IT is with much regret that we have to record the death of Mr. Herbert Batsford, head of the well-known firm of publishers and booksellers from whom have come all the best modern English books on architecture and the allied arts and crafts. Mr. Batsford died somewhat suddenly at his residence at Golder's Green on January 14th, at the early age of fifty-six, after an illness of nine months. He was the third and youngest son of the late Bradley Thomas Batsford, by whom the business was founded in 1842. He intended to devote himself to the practice of the law as a barrister, and for this avocation he had early shown remarkable aptitude. But the death of an elder

craftsmanship, and spent much time in searching out, recording, and photographing examples in London and throughout the country. Among the books published under his direct surveillance are the two folio volumes of "Domestic Architecture of the Tudor Period," originally entrusted to the late Mr. Thomas Garner, and subsequently completed by Mr. Arthur Stratton; "Monumental Classic Architecture," by Mr. A. E. Richardson; "Old Colleges of Oxford," by Mr. Aymer Vallance; "Gothic Architecture in England," by Mr. Francis Bond; "Du Cerceau," by Mr. W. H. Ward; "Interior Woodwork," by Mr. Henry Tanner; "A Short Critical History of Architecture," by Mr. H. H. Statham; and "The Brothers Adam," by



THE LATE MR. HERBERT BATSFORD.

brother in 1882 caused him to enter the family business, with which he was thereafter continuously associated. Mr. Batsford possessed an extraordinary knowledge of art books, prints, and engravings—especially those of the seventeenth and eighteenth centuries—and in this field of interest he made several original discoveries, notably the existence of an earlier state of Piranesi's "Carceri" etchings. He did much to develop the publishing activity of the firm, especially during the last ten years. Many of the more important books were not only supervised and produced by him, but owed their inception to his insight and initiative. He always aimed at a high ideal of attainment, and his enthusiasm was frequently a source of encouragement and even of inspiration to his authors and to all who worked with him. He had a special interest in fine

Mr. John Swarbrick. Mr. Batsford was active in issuing art publications even after the outbreak of the War, and in the summer of last year he prepared, in conjunction with Mr. Walter H. Godfrey, an interesting monograph of "English Mural Monuments," while as recently as December last he personally supervised the production of a record of "Port Sunlight," by Mr. Raffles Davison. As an instance of his broad literary sympathies may be mentioned the series of "Fellowship Books," in eighteen volumes, which he issued about three years ago.

Associated with Mr. Batsford in the direction of the business for the last twenty years have been his nephew Mr. Harry Batsford and Mr. W. Hanneford Smith, who, as the two remaining directors, will continue the work.

LLOYD'S REGISTRY.

EXCEPT by name, this famous institution, intimately connected with the mercantile marine of the British Empire, is comparatively unknown to the majority of the public; hence the additional interest in the illustration here shown.

Lloyd's started in obscurity in the seventeenth century, but for two hundred years the name has been familiar throughout the civilized world, and, moreover, has been appropriated by rival concerns in Germany and Austria—this in itself being a compliment to the success attending the British foundation.

Lloyd's takes its name from Edward Lloyd, an honest citizen and proprietor of a coffee-house in Tower Street. Coffee-houses first sprang up in London eight years before the Restoration, a notable one having been opened in 1652 in George Yard, Lombard Street. For the fifteen years fol-

lowing the return of the Merry Monarch these places fulfilled the purpose of clubs, but in 1675 an Edict of the King ordered their suppression, which order, however, was annulled in 1676. In the meantime Edward Lloyd was making his coffee-house famous, and encouraging merchant adventurers, captains, and seafarers to resort under his hospitable roof and take their beverage in the midst of congenial society. Thus, while Wren was busy on the rebuilding of London, and Pepys was watching over the welfare of the Royal Navy, the nucleus of a society destined to improve the interests of the mercantile marine was slowly exercising its power.

At this time marine insurance was effected by applying to those merchants who undertook this branch in addition to their ordinary ventures. As a result of Edward Lloyd's geniality, and the care he took to foster the camaraderie of



LLOYD'S.

From the etching by Hanslip Fletcher.

seafarers, his house eventually became the rendezvous for the early underwriters.

Lloyd's business grew to such an extent that in 1692 he moved to Lombard Street. His method of disseminating news of ships was to obtain letters from captains, merchants, and others, and have them read out to the company, or passed from hand to hand; but in a few years he found it more convenient to publish such information in printed form, entitled "Lloyd's News"—the original of the "Lloyd's Registry" of to-day. This publication, however, was short-lived, owing to its suppression by the Government.

Twenty-nine years of the old method of obtaining intelligence had to content those who patronized the coffee-house, until, in 1726, a news-sheet on the old model, called "Lloyd's Lists," was printed for circulation. It is interesting to note that, with the exception of the "London Gazette," this ranks as the oldest newspaper in existence.

Lloyd's was now on a firm basis, and passed through the years of the Bubble speculation with high courage. Its supporters were dubious when rival insurance associations were founded to compete with its business, but it was soon found that Lloyd's could hold its own. The famous coffee-house continued until 1770, when certain undesirables made their appearance within the sacred precincts, and this caused the better-class underwriters and brokers to obtain possession of "Lloyd's List" and break away from the century-old associations of the original house. Accordingly, in 1770, "New Lloyd's" was opened in Pope's Head Alley, and four years later the establishment was transferred to the precincts of the (second) Royal Exchange, which Jerman built after the Great Fire. There the society flourished until the fire of 1838, and when at last the abortive competition for the new building was settled by Tite submitting an independent design, Lloyd's was given accommodation on the first floor of the new building.

It is appropriate that this world-renowned institution should be housed in the heart of the City, within speaking distance of the Bank of England and the financial houses of Lombard Street. The ordinary mortal accepts its existence as a matter of course, much as he believes in St. Paul's and the Tower of London; but he would find the greatest difficulty in locating the headquarters of the underwriters, even if he tracked it to the Royal Exchange. The approach to Lloyd's is at the eastern extremity of the Exchange; its barriers are gained

at the head of the spacious stone staircase, but access to the inner precincts is denied to all except the favoured. Mr. Hanslip Fletcher gives us a charming view of the underwriting room, with the amusing rostrum and the bell of the ill-fated frigate "Lutine," whose voice does not speak too often in these strenuous times.

Lloyd's, as it exists to-day, retains in a curious manner the atmosphere of the original seventeenth-century house. There is a hint of the coffee-house benches in the lavish use of mahogany, while the insulated columns and flat skylight recall on a large scale the saloon and storey-posts of some lumbering Indiaman. Yet, despite the nautical associations of this historic centre, and the presence of literature relating to the career of nearly every officer connected with the merchant service, the frequenters to-day are invariably insurance brokers and underwriters.

In contrast to current events it is interesting to note that during the eighteenth century, when the French wars were in progress, such publications as the "London Magazine" and others gave information of the movements of merchant vessels, which was obtained in the first place from "Lloyd's Lists." The following is an excerpt from the "Monthly Chronologer" of the "London Magazine" for August 1759:—

"Newport, Rhode Island, May 1.—Yesterday arrived here Capt. Deane in eight days from Halifax with whom came passenger the most unfortunate Richard Baron, late commander of the sloop "Dolphin," bound from Teneriff to New York, who in a hard gale of wind on his passage lost his sails and rigging; after which he was 115 days destitute of provisions of every kind, subsisting on nothing but barnicles and grass which grew on the vessel: Reduced to the greatest extremity, they were at last obliged, though with the utmost reluctance, to agree, to which they all consented, that one should die for the preservation of the rest, accordingly they cast lots, and he whose unhappy fate it was to fall a victim submitted to be shot, and was their sustenance for some time, till it pleased God to send to their relief Capt. Bradshaw, bound from Plymouth to Halifax, who took the survivors on board his ship, and carried them into that port."

Those were the days of extreme hardship and romance; but the times have not apparently changed, when merchant vessels are sent below without warning by a merciless foe and the hapless crew and passengers are left at the mercy of the open sea to struggle for life in open boats.

"AUX DÉFENSEURS DE VERDUN."

WE reproduce on the plate opposite a magnificent etching which an English artist, Mr. William Walcot, has made in honour of the superb French armies that have defended Verdun against the assaults of the Germans. As the acknowledgment signifies, in subject it is based on the great Lion by Bartholdi, which is hewn out of the solid rock at the base of the Château at Belfort; but Mr. Walcot in his etching has given it a fresh individual character, in the achievement of which he sought direct inspiration from a prolonged study of the lions in captivity at the Zoological Gardens in Regent's Park. As in Bartholdi's original work, the great beast is represented in a defiant attitude, half crouching, half resting upon his fore paws; but in this etched rendering of him he has been given what may be called a

distinctively British look, and it is the more appropriate therefore that Mr. Walcot should have included on his plate the words spoken by Mr. Asquith at the Guildhall in November 1914: "We shall not sheathe the sword until Belgium recovers all, and more than all, she has sacrificed; until France is adequately secured against the menace of aggression; until the rights of the smaller nations are placed on an unassailable foundation; until the military domination of Prussia is finally destroyed."

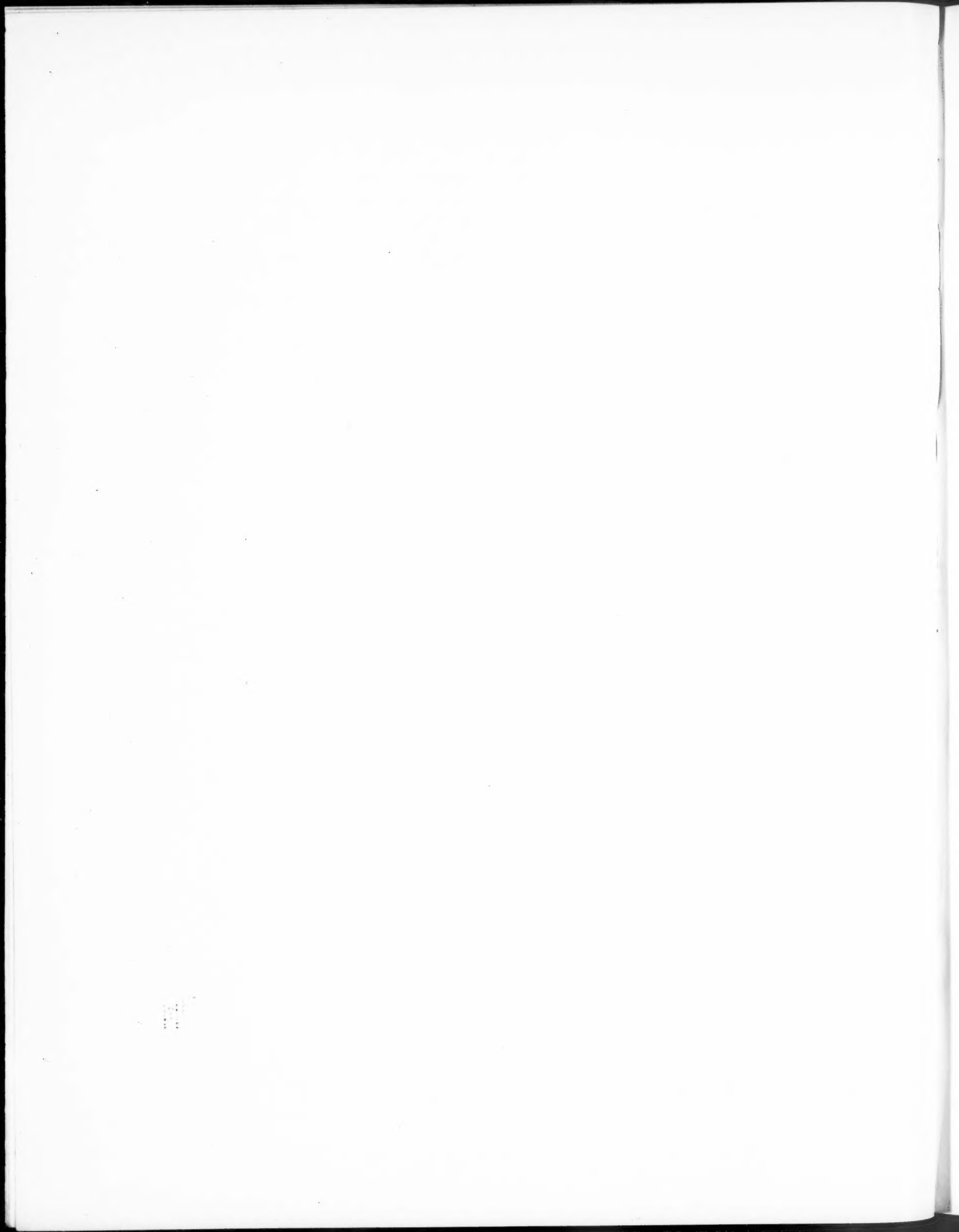
The lion embodies the spirit of indomitable power, both for resistance and attack, and stands outlined as a massive majestic figure against a bursting sky, suggestive of the dawn of a new and glorious era. The original is extremely well printed, and for this portion of the work a tribute should be paid to Mr. Charles Welch, the printer.



Plate V.

"AUX DÉFENSEURS DE VERDUN."
From the etching by William Wadell.

February 1917.



A SCHEME OF IMPROVEMENT FOR CHARING CROSS.

By CHARLES G. CRESSWELL.

WHEN the Metropolitan Board of Works, in 1874 bought Northumberland House, Charing Cross, and its grounds for £500,000, there was a long discussion in the Press as to what should be the alignment of the new avenue to be constructed on the site. But, in the end, the opportunity for a fine vista was missed, for the axis of the new street, instead of aligning on the Nelson Column, as it should have done, and as one of the plans published in the "Illustrated London News" at the time proposed to do, aligned merely on a window in the Union Club. The Column is also invisible from the Strand and the greater part of Cockspur Street, and stands so wide of the axis of Charing Cross and Whitehall that it has been proposed to pull down the western side of Charing Cross, including Drummond's Bank, in order to correct the defect. But no amount of demolition will make the relation of the Nelson Column, in its present position, symmetrical with the new Admiralty Arch, nor will it remedy the traffic congestion that is caused by King Charles's statue and the adjacent triangular refuge with its underground lavatories. Yet the whole difficulty can be solved by the simple expedient of moving the Column itself a short distance to the south.

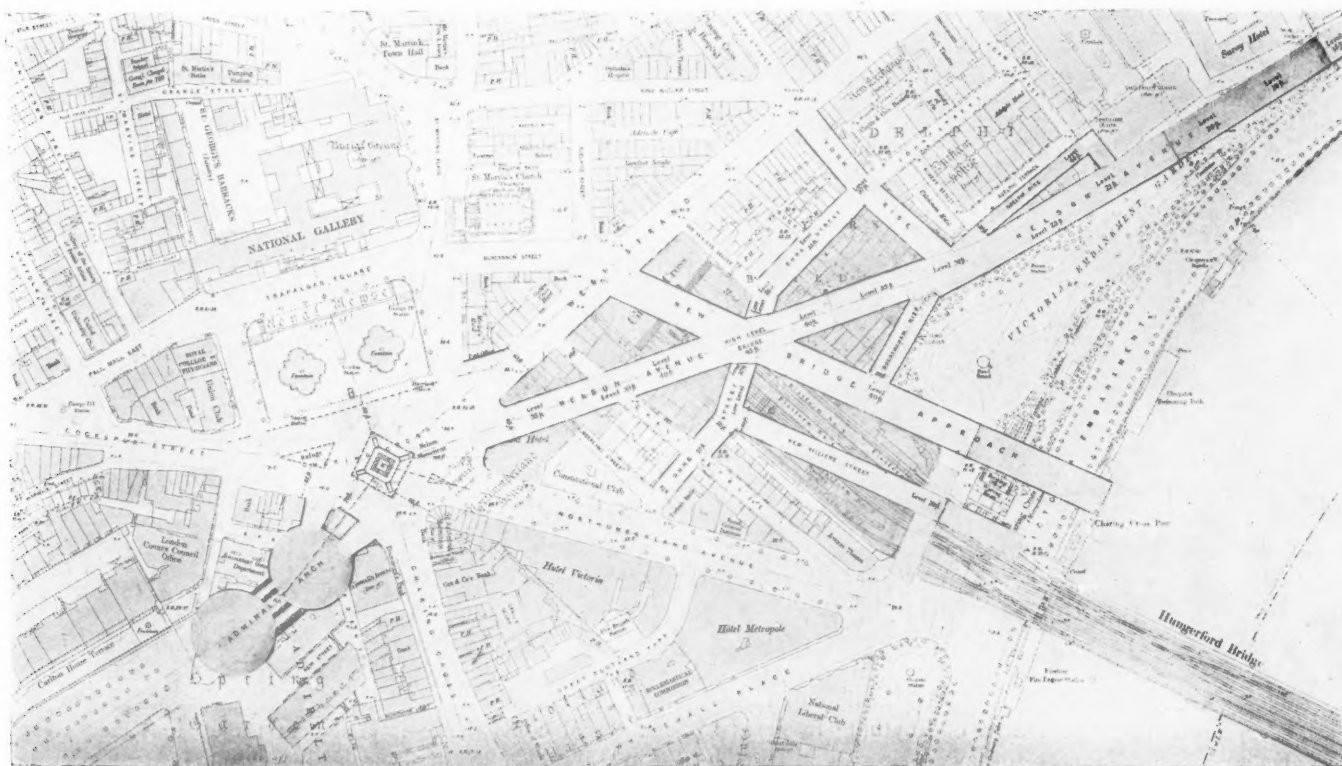
If the axis of Northumberland Avenue be produced until it meets the axis of Charing Cross and Whitehall, similarly produced, the meeting point will be found to be about 40 ft. north of King Charles's statue. This point, which by a coincidence is also struck by the produced axes of the Strand and Cockspur Street and is directly opposite the Admiralty Arch, is about 120 ft. south of the Nelson Column in its present position.

Accordingly, my proposal is to effect an improvement in the planning of London by moving the Column to the new

site above mentioned. Thence it could be seen for a long distance from six directions at present—namely, from Northumberland Avenue, Charing Cross and Whitehall, the Strand, Cockspur Street, the Admiralty Arch, and St. Martin's Lane—and from a seventh that is mentioned later. It would form a valuable traffic centre, and would occupy less space than the present refuges, thus offering no block to any of the lines of traffic. The accompanying plan shows the improvement effected.

The removal of the Column would enable a new road to be made through the present site of the Column from the Charing Cross Post Office (set back as shown on the plan) to the southern corner of the Union Club, in order to ease the east and west traffic of the Strand and Cockspur Street, and keep it more apart from the east and west traffic of Northumberland Avenue and the avenue to be hereinafter described to the Mall and Cockspur Street.

Should the scheme to construct a new road-bridge to take the place of the present Charing Cross Railway Bridge be carried out, a new avenue, called Nelson Avenue on the plan, might be made from Trafalgar Square to the Victoria Embankment at Waterloo Bridge, passing through the Grand Hotel, across Craven Street and the new bridge approach, close to the southern corners of Adelphi Terrace and the Hotel Cecil, and immediately in front of the Savoy Hotel and the Institution of Electrical Engineers. The axis of this new avenue, as far as Adelphi Terrace at least, should align on the Nelson Column in its new position, as above described. Its gradients would be easy, and it would destroy no building of the least importance except the Grand Hotel. It would pass mainly over open ground, or ground to be cleared in connexion with the bridge approach, and would add a most important new



A SCHEME OF IMPROVEMENT FOR CHARING CROSS. BY CHARLES G. CRESSWELL.

arterial thoroughfare from the City to the West End at nominal cost.

SUPPLEMENTARY STREETS.

1. Admiralty Arch Approach from Charing Cross: By pulling down two more houses in Charing Cross and Spring Gardens this approach may be made double the width of the distance from the nearest point of Drummond's Bank to a straight line drawn from the axis of the shifted Column to the centre of the Arch. This distance is about 60 ft. and makes the width of the entrance 120 ft. Forty feet of the centre of this might be used for a monument, leaving a 40 ft. road on either side. Drummond's façade should be harmonized.

2. Lateral communications with Nelson Avenue:—

(a) Strand.—In addition to the new bridge approach, a new road 50 ft. wide, called "York Rise" on the plan, might be made from the Strand opposite King William Street and Agar Street, on the line of George Court, to Duke Street, and thence by York Buildings (widened on the east side to 50 ft. and suitably graded) to Nelson Avenue.

(b) Adelphi Terrace.—In front of the Adelphi arches might be made a 30 ft. slope (called "Adelphi Rise" on the plan) from the avenue at the foot of York Rise to the east end of Adelphi Terrace. This would involve making an approach to the existing low-level road from the southern corner of the Hotel Cecil.

(c) New Bridge Approach.—A 50 ft. road, called "Buckingham Rise" on the plan, might be made from a point in Nelson Avenue nearly opposite York Rise, passing over York Terrace and a part of the sites of the houses abutting thereon, but not touching Buckingham Water Gate, to the new bridge approach, at or about the point where York Terrace now joins Villiers Street. One side of this road would overlook the Gardens, and form, like Nelson Avenue in front of Adelphi Terrace, one of the finest view points in London.

(d) Craven Street.—This street would be level as from

the Strand to Nelson Avenue, but the gradient from it to Craven Passage would be steep.

(e) Northumberland Street would be closed at its northern end. The part at the back of the Constitutional Club, as from Northumberland Avenue, might be retained for access to the Club, etc.

3. Subsidiary low level streets:—

(a) By widening Craven Passage to 50 ft. and lowering it about 2 ft., if necessary, and constructing a new road under Charing Cross Station arches to Villiers Street (not at a right angle as at present, but diagonally), the junction of Villiers Street and Duke Street is reached. This new road would pass under Nelson Avenue and the bridge approach at their junction. Estimating the level of the latter at this point at 45 ft., the level of the new road at Northumberland Avenue would be 23 ft., at Craven Street 25 ft., and at the Duke Street and Villiers Street corner 27 ft. Duke Street should be widened to 50 ft. on the south side to its junction with York Rise. Its level is 33 ft. at Buckingham Street (the southern portion of which is absorbed) and 37 ft. at its junction with York Rise. The level of the Strand here is 47.3 ft., and the level of Nelson Avenue at the other end of York Rise is 30 ft. This gradient is a moderate one; in fact, none of the gradients, save those of Craven Street and Old Villiers Street, are steep, and even these are no worse than that of Savoy Street. The whole road from Northumberland Avenue to York Rise is called "Duke Street" on the plan.

(b) By pulling down enough of the Charing Cross Station arches on the south side, a new street 50 ft. wide, called "New Villiers Street" on the plan, may be made from the east end of Craven Passage, parallel with the new bridge approach to the Embankment at the Underground Station, at 100 ft. from the bridge approach, though this does not strictly belong to my scheme. This street would cross the present road from the Avenue Theatre to the Underground Station.

THE ARCHITECTURE OF THE JEWS.

A VERY interesting paper on this subject has been read before the Manchester Egyptian and Oriental Society by Professor Archibald C. Dickie, M.A., F.S.A., Director of the Manchester School of Architecture. It appears to be true that, although some early Hebrew buildings may have been of a nature justifying the title of architecture, exploration has revealed evidence of little more than mere crude building as a general characteristic. At the same time, fragments of early works show a degree of skill in mason-craft which forces one to consider present evidence as inconclusive. Professor Dickie says:—

In Palestine the work of the excavator has been confined to the sites west of the Jordan, and out of the many cities enumerated in the Old Testament only about twelve have been excavated. These are Jerusalem, Gezer, Beth Shemesh, Lachish, Tell Sandahannah, Tell es-Safi, and Tell Zakariah by the Palestine Exploration Fund, and Samaria, Megiddo, Jericho, and Taanach by German and American exploration societies. In these sites complete investigation was impossible for various reasons. Plans of the boundary fortifications have, however, been recovered, and it is now possible to judge of their modest proportions. An area of anything from six to twenty-five acres would appear to have been commonly considered sufficient to contain an important city. Leaving out

of the question, for the moment, the extended Jerusalem of Solomon and his successors, it is within these closely packed areas that we must search. At the outset they stand self-convicted of a condition precluding the development of building, and this conclusion is strengthened by an examination within the walls.

It is necessary to commence our examination with the earliest evidence of occupation by the races preceding the Hebrew invasion, for the reason that housing conditions then established appear to have continued with only slight alterations up to Hellenistic times. Professor Macalister's work at Gezer shows that the Neolithic races of Palestine had established themselves in extensive cave communities of considerable strength as early as 3000 B.C. These races chose sites on rocky hills wherein they burrowed through the soft limestone. In some cases their abodes were extended in the manner of rabbit burrows, having many compartments connected by passages and provided with various entrances and exits. Entrances were usually in the form of manholes cut through the roofs, with two or three rudely cut steps, rising from the floor of each cave so entered. Some regard for internal convenience is shown in the various niches recessed in the walls, used, in all probability, as cupboards or wardrobes. Small triangular lamp niches, much smoked and set about

3 ft. or 4 ft. high, explain the system of artificial lighting. Except in those compartments having manholes, the caves were altogether dark. Evidence of an attempt at something akin to the "Grand Manner" in cave architecture is seen in one of the systems explored at Beit Jibrin. Here is a large rectangular hall, measuring 47 ft. by 18 ft., having recessed chambers from its sides and approached by a regular rock-cut staircase; included in the system are several rounded chambers. The only evidence of decoration to be found in these caves are the graffiti scratched on the walls; but as it is impossible to tell when these were cut, too much importance need not be given to them. Special caves were set aside for burial purposes.

The geographical distribution of Palestine is such that limited tribal boundaries became inevitable, and the first real building effort is displayed in the earth ramparts, cased in stone, by which the cave cities were protected against neighbouring enemies. Semitic invaders drove out the Troglydites and established themselves on the vacated sites about 2500 B.C. Although the caves appear to have remained in use, they were overlaid by buildings, and the low fortifications were replaced by high stone walls. One may therefore assume that the site then yielded accommodation both above and below the surface. The remains of buildings of this and later periods show them to have been of the rudest possible character, laid out without system and packed together haphazard, having regard to nothing indicating a knowledge of even the most primitive town planning. The huts themselves were small and irregular in shape, showing no geometrical knowledge. Narrow approach-alleys, unpaved and bounded by plain mud-plastered walls, meandered through the maze to the various entrances; in fact, plans of that period are so confused and fragmentary that the existence of alleys can only be assumed. Fortifications appear to have occupied the chief attention of the new tenants, and they, in conjunction with the more important water engineering works, provide the strongest evidence of engineering ability. These cities, then, such as they were, became the scenes of the triumphs of the invading Hebrews, and the spies who told of high and strong walls "fenced up to heaven" were reporting on 6 to 25 acre forts, within which the refugees from the outer villages joined their chief for protection. The rivalry and jealousy of the marauding clans of Canaan, to which the high walls bear ample testimony, were the Hebrews' strongest allies in their piecemeal conquests.

The Semitic races (which for simplicity's sake may be grouped under one name, "Canaanite"), now established, made little or no progress in the arts of building, and, except in the way of adding towers and otherwise strengthening the fortifications, they appear to have had little opportunity to improve.

After the occupation of Palestine by the Hebrews, the conditions of cities varied only slightly. Fortifications were from time to time strengthened. Successive layers of superimposed foundations found in every mound excavated, and frequently accompanied by regular layers of ashes, quantities of charred grain, etc., tell of demolition and hurried rebuilding in confirmation of written history. Some little improvement is seen in house-planning. The single hut, which had previously more often been extended by the addition of rooms to its sides, gradually disappears, and more methodical plans appear, consisting of outer open court, living chamber entering off the court, and inner chambers, covered by flat roofs with protecting parapets (according to the Law). Walls were built of mud bricks or stone; in the case of the latter the stones were usually rough blocks laid in mud; squared stones appear rarely, and as if from the hand of imported workmen.

Internally the walls were plastered, and small fragments of painted plaster discovered show some attempts at colour decoration. Roofs were formed of rough joists covered with brushwood and mud. Unusually wide spans were carried on beams, with intermediate supports of wooden posts in stone base sockets, introduced to prevent the post sinking into the clay floor.

An interesting, if gruesome, custom practised by the Canaanites, and continued apparently for some time by the Hebrews, was that of human sacrifice in the foundation dedication rites of their buildings, to which there is allusion in the Old Testament. Bodies buried diagonally, under the return angle of the foundations, have been found, indicating an importance put upon stability, scarcely borne out by the insufficiency of the building itself. It was, however, just that want of constructional skill which made it possible for the winter rains, penetrating the heart of loosely built and badly founded walls, to effect a complete collapse. In this connexion reference may be made to a custom in vogue to-day among native builders, namely, that of building the walls of a house and leaving them uncovered for a winter, in order to put them to the water test. The parallel is made more complete by an examination of the present system of building in Palestine, which is equally loose, but rendered slightly more homogeneous by the substitution of lime mortar for the mud invariably used by the ancient builders. A position also reserved for dedication rites was underneath the threshold, and in later Hebrew times the rite was observed by the more humane burial of a lamp between two bowls as symbolic of sacrifice. In these and in many other references there is evidence of a demand for durability, akin to what has been ever present in all great national building achievements. The decorated granite of Egypt was a consummation of the same ideal, but the Jew never reached the stage of even making the most of his own soft limestone. Distraught and distressed, in his building infancy he sought refuge in sacrifice from calamity to which his experience lent many parallels. "What man is there that hath built a new house and hath not dedicated it? Let him return lest he die in battle" (Deut. xx. 5).

Solomon's imported work at Jerusalem, four hundred or five hundred years after the Conquest, was a great advance. In spite of much promise, however, it appears to have had little after-effect, and there are few or no signs of improvement in the buildings of other cities with which his reign is credited. At Lachish, Professor Flinders Petrie discovered a few fragments of the Solomonic period, showing the Egyptian lintel cavetto and bead mouldings used over doorways in conjunction with jamb slab decoration in the form of low relief pilasters with rudely carved volutes. The latter discovery is one of particular interest, illustrating as it does the stonemason's primitive attempt to imitate a feature in which the volute occurs as early as *circa* 1000 B.C. The scantiness of such fragments, however, point to chance importation. The lintel was undoubtedly borrowed from Egypt, and the volute may possibly be traced to some remote Ionic prototype.

The main features considered in the "lay out" of a normal Jewish city were: the Stronghold or inner fort, the High Place, the Broad Place by the Gate, and the Market Place. The Stronghold had the obvious and most important function of a last defence. The High Place was prominent in both Canaanite and Jewish cities, and consisted of an open area in which a row of monoliths was placed, accompanied by an altar, laver, and cave for refuse. All about the area and around the bases of the standing stones at Gezer, bodies of sacrificed infants in earthenware jars were buried in Canaanite

and early Jewish periods. It is the alignment of standing stones,* however, which is chiefly interesting in our present quest. These sacred boulders express a condition of building barbarity which could not have existed contemporaneously with architecture as an expression of the higher building sense; they were borrowed and remained, for the time being, as monuments of Jewish inability to erect a more fitting offering.

Hellenistic influence brought with it the first real improvement in building and planning. The toleration of Alexander the Great marks a new period of semi-national building, and a greater development is shown in the 200 or 300 years following his conquest than during the whole preceding period of over 1,000 years. Although this term of comparative prosperity was broken by the viciousness of Antiochus Epiphanes and the consequent revolt of the Jews, it was renewed in even greater degree during their independence under the princely family of the Maccabees. Fashions in Greek manners and architecture became popular. Regard for formality and order in the lay-out of city plans is seen, streets became wider, and buildings show the temper of fitness to their sites and purpose. The main features of Greek architecture were borrowed and incorporated with such strong local feeling that there seemed hopes of a national type as the eventual result of Greek tutoring. Before this could be accomplished, however, Rome stepped in with overpowering influence.

The painted Tombs of Marissa, discovered by Drs. Peters and Thiersch, show a type of architecture of this Græco-Syrian character in which the parapet is incorporated in the façade, over triangular-headed openings, flanked by quasi-Greek details of a peculiarly local character. The remains of the Temple of Onias at Leontopolis, excavated by Dr. Flinders Petrie, appear to show the same illogical use of Classic entablature in conjunction with parapets of the same wavy outline as those illustrated at Marissa. The stern Greek treatment of the eaves was not observed. The parapet, which was legally demanded (Deut. xxii. 8), maintained its place as the crowning feature, and below it the cornice appears only as an intermediate horizontal band. If it were possible, it would be interesting to discuss the battle between the architecture of the local flat roof and the parapet, and that of the sloping roof and cornice of alien Greece. In spite of the architectural impetus of the latter, everything points to the retention of the parapet as an all-important detail which, in the natural course of development, must have quickly ousted the Classic eave and gable, and so have established a definite constructional form arising out of the flat roof, to which beauty could be partnered.

Such a paper as this would not be complete without reference to the Temples of Jerusalem. The descriptions of Solomon's temple and courts are so full that many restorations have been attempted. As, however, no single portion of the remains of any of the temples has yet been identified, it will be well, in the light of recent discoveries of contemporary buildings elsewhere, to confine oneself only to generalities. The temple proper was comparatively small, covering an area of about 90 ft. by 30 ft., and having a height to the ceiling of 45 ft., the roof presumably being flat. Externally, the building seems to have been plain, and it would appear that the "coping" indicates merely the existence of a parapet as a crowning feature, enclosing a flat roof. Masonry was smooth-dressed and close-jointed, and in this respect it differs from most of the masonry of the period

elsewhere. Stones occurring in the walls of Jerusalem, which may, with some certainty, be assigned to this period, show similar advanced masoncraft. The two external columns had richly decorated "chapiters." Internally, cedar boarding was largely used as wall covering, and "there was no stone seen"; woodwork was, in parts, richly carved, and gilding was freely applied in the decoration. Undoubtedly the Temple of Solomon, with its surrounding courts, cloisters, and gates, platforms and steps, was by far the greatest building of the Jews. Its character was Phœnician, since it was the work of Phœnicians, but there speculation ends. The enthusiasm shown at the completion of such an offering to God can well be imagined. The Jews themselves knew no building but their own rude huts and fortifications, so that Solomon was forced to borrow Hiram's skilled craftsmen. That the group of buildings was laid out with considerable architectural skill is evident, although it must also be borne in mind that, by comparison, it loomed large and rich in the eyes of the Jews, who saw in it the centre of national aspirations under divine favour. After the captivity, the temple and courts which had been destroyed by Nebuchadnezzar were rebuilt by Zerubbabel, circa 520 B.C. The work was not up to the standard of the original buildings (Hag. ii. 3), and this is not surprising when we compare the social and political conditions of the Jews.

A great portion of Herod's extended temple area walls still remains. It is the power and dignity of these fortifications, with their huge internal vaulted substructure transforming the irregular hill into a great level platform, which tell something of the story. Such a setting warranted a fitting jewel, and it is unlikely that here the finest period of imperial Rome should have failed. This great effort was, of course, entirely alien and dominating, generously applied to Jewish service, but only lent for an imperial purpose. In no other light can it be considered in Jewish history.

Comparison is here strongly marked. Great building is begotten of great expansion, but the greatness of the Jews lay in their heroic but unsuccessful struggles for the preservation of national integrity. They had forsaken their tents for the unlovely walled shelters of the Canaanites, and within these they strove against internal sedition and external enemies. No better instance of this can be quoted than that of Simon of Gerasa and John of Gischala, the leader of the Zealots, who, having common cause against Titus, found opportunity, in the breathing spaces of Roman attacks, to wage war against each other: this at a time when the sufferings of a protracted siege, in the defence of their most sacred possession, had all but reached their limit.

The references to building greatness in the Old Testament indicate a pride out of all scale with actuality. Ideals were not lacking. "Behold, I will lay thy stones with fair colours and thy foundations with sapphires . . . and I will make thy windows with agates and thy gates of carbuncles and thy borders of pleasant stones." So wrote Isaiah, with the true imagination of a great builder. The desire to build in strength and beauty is abundantly evident. Had history been different, Solomon's great example might have laid the foundation of a national style of architecture; the disruption which followed his death, however, left his reign the only period in which development on these lines was possible. The arts of peace died in the seed, and the greatest works of the Jews are to be found in their water supplies and fortifications. These show engineering power of no mean standard, forced out of them by the sheer necessity of self-preservation.

* There are eight stones standing in a line of about one hundred feet, the largest stone being 10 ft. 6 in. high.

NOTES OF THE MONTH.

William de Morgan and the Art of Making Tiles.

A delightful memoir of William de Morgan, who died last month, has appeared in "The Times Literary Supplement," written by Miss May Morris, the daughter of William Morris. "One summer," says Miss Morris, "our expeditions took us into Cotswold country with the special object of looking for a suitable site for factory and workshops for the Morris & Co. business and the De Morgan pottery; and the two men very nearly fixed upon a village of entrancing beauty, and fairly inaccessible. In early days our friend, like my father, had intended to be a painter, but soon found that his bent was towards the handicrafts and invention. It is specially interesting to note that when he was a lad of eighteen his father, the distinguished mathematician (Augustus De Morgan), told him that if he would take to reading he thought that he had decided literary faculties which might be developed. But the lad himself would hear of nothing but art, and, indeed, never wrote a page of original composition until he began his career as writer late in life. He designed and made a good deal of stained glass at one time, but when we knew him it was as a potter and inventor of the most beautiful lustre-ware; and these things were exhibited at the first Arts and Crafts Exhibition, while they were always a familiar decoration of the Morris & Co. showrooms in Oxford Street. When the Morris family visited the De Morgans in Chelsea news sometimes came of a specially successful kiln, and the company would adjourn to Orange House, farther up the street, to admire a pot with some new depth of red or gleam of silver on it. But the factory had to be found, and at last Mr. De Morgan built at Merton Abbey, not far from our works. And here, when the women-kind had a picnic-day at Merton Abbey Works, they sometimes went on to the potteries and watched whatever was going on. Pleasant days—so full of the satisfaction in the making of things, and our men-folk eager and enjoying each other's companionship! Just as my father used to say that the decoration of London houses should be such as you could turn the garden-hose on to clean, so William De Morgan was anxious that tiles should be used for the outside of houses, and he thought that the house in Addison Gardens designed by his friend Mr. Halsey Ricardo was a great success. The interior contains some of De Morgan's finest wall-tiles. The staircase at Leighton House is thus decorated, and in the Arab Court some of the tiles Sir Frederick Leighton brought from Damascus, not being enough for their purpose, were matched in the De Morgan ware. Those supplied were so similar in colour and texture that Sir Frederick declared that only a certain peculiarity in the original tiles could identify them. It may interest a student of the De Morgan ware to know that some of the beasts and birds in the designs were done by another hand. . . ."

* * *

The Society of Architects and the R.I.B.A.

In their annual report for the past year the Council of the Society of Architects say that they have long felt that, if possible, opportunity ought to be made during the War for a conference with the R.I.B.A. on some points at issue hitherto between the parties, so that the friendly relations existing at present between them might become permanent and the need for raising similar contentious questions after the War become non-existent. After due deliberation, and taking fully into account the delicacy of the task, the Council felt justified in taking the initiative towards further co-operation. A letter was therefore addressed to the Council of the R.I.B.A. suggesting a conference of representatives on registration and

other matters. In doing so the Society pointed out that both bodies were to a large extent agreed upon the principle of registration, but divided upon the method of carrying it into effect, the result being that when either party made a move a deadlock ensued. The Society also suggested that even on less contentious matters there was unnecessary overlapping and duplication of effort, and that there was room for co-operative action on economic lines in the direction of the standardization of forms of contract and other professional documents, and in other ways. The reply of the Council of the R.I.B.A. was to the effect that as the subjects suggested for consideration at the proposed conference were of a controversial character, the Council were precluded from discussing them during the War by pledges given to their members. The Council of the Society received this information with regret. They will now have to consider whether, in these circumstances, the Society shall proceed independently in formulating its registration programme, issuing its form of contract, and developing its other reform proposals in readiness for propaganda work after the War.

* * *

The Wandering Statue of Clive.

The lawn in front of Gwydyr House, Whitehall, being required for a "departmental annexe," the statue of Clive that stood there without much justification has been moved to King Charles Street, and now stands beside the India Office, where it may be considered to be in an appropriate position; for did not Clive "create the Indian Empire before he was forty years old"? But at the next removal (for statues have a restlessly peripatetic habit) he should be taken inside, where he would be more inspiring and less subject to climatic vagaries, and where, symbolically of his desperate career, he could stand with his back to the wall. It is one of the chief disadvantages of the placing of outdoor statues that a back view of them is provocative of resentment and derision; as when some eighteenth-century lampoonist wrote of Bird's Queen Anne at St. Paul's that Her Majesty stood "with her face to the inn and her back to the church." Outdoor statues, therefore, would be safer from criticism if they made a habit of standing in niches.

* * *

A Great Sanitary Reformer.

We owe so much to the developments that have taken place in sanitation that one cannot pass without comment the name of S. Stevens Hellyer, who died last month in his seventy-sixth year; for Mr. Hellyer was a pioneer in sanitary reform, and took a large part in the improvements that have been effected since the Royal Society of Arts gave him a platform in 1881, on the invitation of the National Health Society. Perhaps he was then, as certainly he was not long afterwards, at the head of the largest army of plumbers ever got together under one command. What Chadwick, Simon, and Playfair were in theory, Hellyer was in practice. He translated into terms of plumbing the hygienic ideals that scientific imagination bodied forth—"turned them to shapes, and gave to airy nothing a local habitation and a name." He trained and educated a large number of competent plumbers, not only developing in them skill of hand and an intelligent perception of principles, but imbuing them with an enthusiasm for their craft that had slumbered inert until he quickened it.

* * *

"The Western Front."

Part 2 of "The Western Front," containing another series of Mr. Muirhead Bone's drawings, is fully equal to the high standard of the first part, and includes several fine drawings of architectural subjects. The price is 2s.

NOTES OF THE MONTH.

Roads Old and New.

In the latest number of "Road Reinforcement," a well-produced publication which is issued occasionally in the interests of B.R.C. Fabric by The British Reinforced Concrete Engineering Company, Ltd., 1 Dickinson Street, Manchester, there is a most interesting article on "National Highways," in the course of which the author says: "The science of road-making almost died out in Europe between Roman times and the close of the eighteenth century. The Romans had the art in great perfection. There is nothing which tells us more of the majesty of Rome than their roads, some of which, in massive fragments, are still serviceable. The very pride and power of the Roman character comes out in the circumstance that their roads go on a straight course from point to point, and seem hardly to care about avoiding easily avoidable obstacles. But, after Roman times, Europe in roads fell into a bad condition, which lasted many centuries. This state of affairs comes out constantly in the literature of the seventeenth and eighteenth centuries. The great road through Wales to Holyhead was in such a condition that in 1685 five hours were occupied in travelling the fourteen miles from St. Asaph to Conway, and we read without surprise that in Derbyshire travellers were in constant fear of breaking their necks. Pepys's Diary testifies in more places than one to the possibility there always was of losing the average road entirely, so faintly defined was it from the heath and fens through which it ran, and Arthur Young's Travels show that affairs were not much better in 1770. The improvement began in the nineteenth century, and it began in France. It was about a century later—at the beginning of the twentieth century—that the coming of the

motor opened a new chapter in road construction and administration, and gave these subjects a new urgency. In a sense, the motor-car has turned the whole country into one parish, and in the establishment of the Road Board we have the first glimmering of recognition: that the roads are a national service over which the State can at least cast its eye." B.R.C. Fabric, it may be added, is largely used for road reinforcement.

* * *

Cathedral Memorial to Nurse Cavell.

A memorial to Nurse Cavell, designed by Mr. Temple Moore, has been set up in the nave of Peterborough Cathedral. It includes a medallion portrait, with the following inscription, cut in letters copied from a beautiful seventeenth-century monument: "In thankful remembrance of the Christian example of Edith Louisa Cavell, who devoted her life to nursing the sick, and for helping Belgian, French, and British soldiers to escape was on 12 October 1915 put to death by the Germans at Brussels, where she had nursed their wounded. This tablet was placed here by the teachers, pupils, and friends of her old school." It is erected on one of the great Norman pillars of the nave.

* * *

Military Crosses for Architects.

Among recent recipients of the Military Cross for distinguished service in action are Capt. Michael Waterhouse (son of Mr. Paul Waterhouse) and Capt. Maurice E. Webb (son of Sir Aston Webb).



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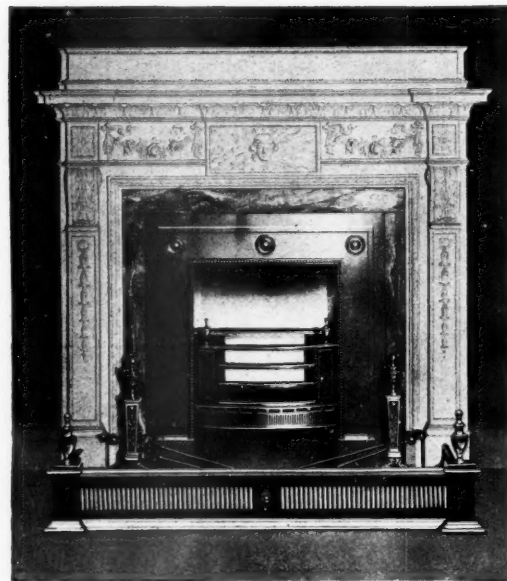
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NOTES OF THE MONTH.

The Big Idea in Architecture.

What we especially want to get is a broader grasp of the things that lie before us, says "Ubique" in "The Architects' and Builders' Journal," taking up the theme of Professor Lethaby's article in last month's REVIEW. "The Americans have got such a grasp, and that is why they are so ready to do the 'big' thing. Of a score of illustrations that come to mind, take, as an example, that great scheme of Burnham's for the lay-out of Chicago, and the magnificent drawings of it which Guerin was commissioned to make; a scheme, be it remembered, not springing from the imperious wish of a Consul or an Emperor, but put forward by a Commercial Club, i.e., a body of business men, imbued with a high civic sense. In our own metropolis how few are the 'big' things. St. Paul's, the British Museum, the Mall, the Embankment: we soon run over the list of them. Our stations are huddled in the midst of mean streets, and there are not half a dozen fine vistas to be found in the whole area. That is why it is good to see students given problems on a grand scale. The parochial mind thinks that the student will never get a Royal Palace or Bourse to design, and therefore he would be much better occupied with £30 villas or shop premises on a narrow frontage, this being the sort of work he will be most likely to carry out in actual practice. But there the small mind is hopelessly wrong, for it is this limiting of the outlook to the little things that has killed all sense of civic spirit; among the lay public it breeds the petty schemes of the Council Chamber, and among architects it breeds dull wits that can never rise to the great occasions. We need to get rid of this small outlook, and in its place to set up something better and broader, some-

thing which, when the time comes to deal with a National Memorial, will not be content with a scheme combining 'beauty with utility,' and this on a niggardly scale, but will be heart and soul for a grand monument worthy of the men who have given their lives for the nation's cause."

* * *

Partnership.

Mr. George Hubbard, F.R.I.B.A., of 112 Fenchurch Street, E.C., has, as from 1st January, taken his son, Mr. Philip Waddington Hubbard, B.A. (Cantab.), into partnership, together with his assistant, Mr. William Charles Symes, P.A.S.I., who has been with him for more than twenty years. The style of the firm will be known in future as "George Hubbard and Son."

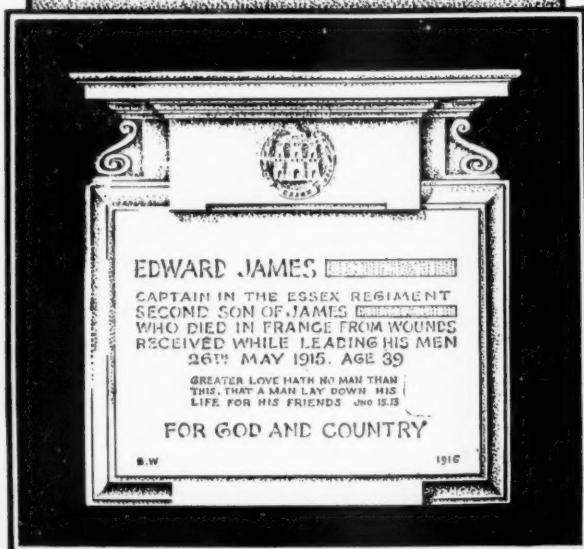
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E. R. Robson and the London Board Schools.

By the death at Blackheath of Mr. E. R. Robson, F.R.I.B.A., after a short illness, at the age of eighty-one, a distinct link is broken with a phase of modern architectural development: for Mr. Robson, in his capacity of Architect to the London School Board, evolved a type of Board School which was at once individual and successful, and of so marked a character that we at once recognize his hand in the many schools that were designed by him.

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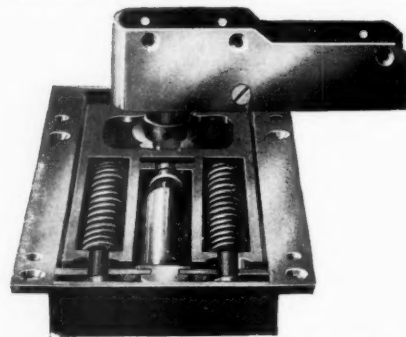
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