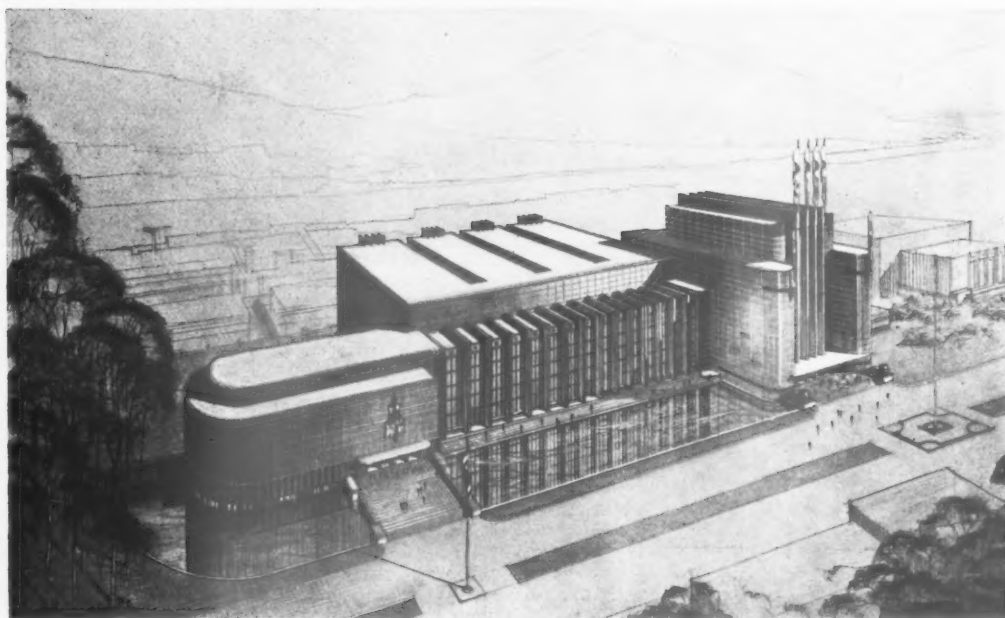
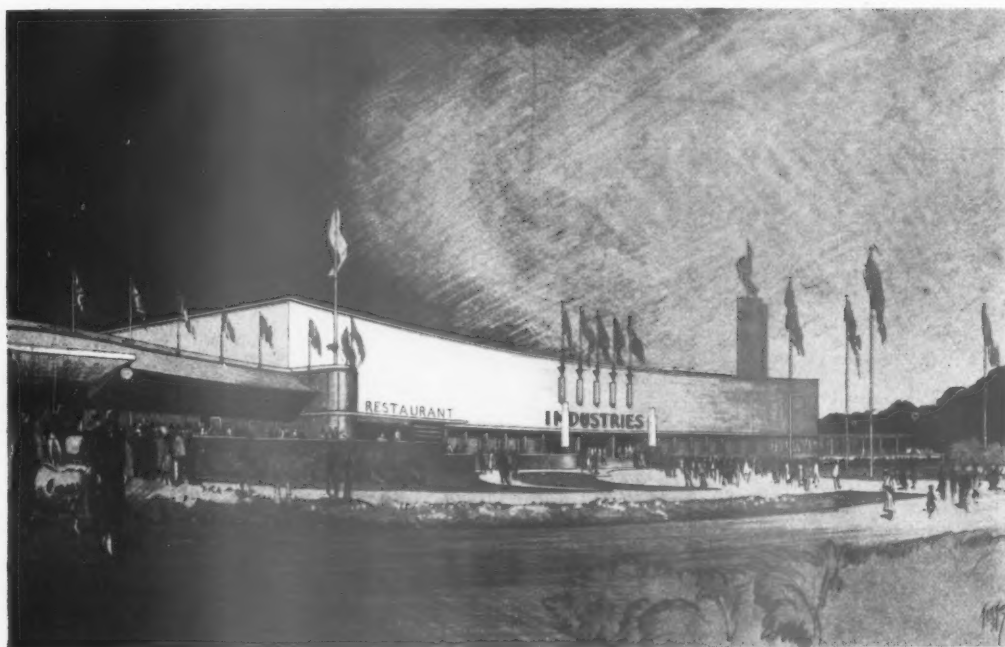


EMPIRE EXHIBITION, GLASGOW

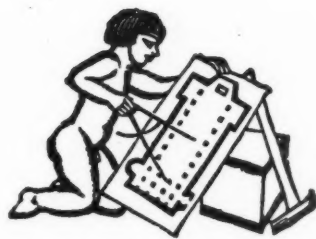


THE Empire Exhibition at Bellahouston Park, Glasgow, was opened on Tuesday last by the King; extracts from the King's speech at the opening ceremony are printed on page 728. Above is an aerial photograph of the Exhibition.



ARCHITECTURE AT THE ROYAL ACADEMY

Two perspectives, now on view at the Royal Academy Exhibition, of the Empire Exhibition, Bellahouston Park, Glasgow. Top: the Palace of Industry (No. 1366). Architect, Mr. Thomas S. Tail. (Perspective: Mr. J. D. M. Harvey.) Bottom: the United Kingdom Government Pavilion (No. 1266). Architect, Mr. Herbert J. Rouse.



THE REGISTRATION ACT—OR BEGIN AGAIN?

THE Report and Third Reading of the Architects Registration Bill will be reached on Friday, May 13, at 11 a.m. Because of the vital importance of the Bill's passing, the series of articles on architects and territorial planning has been interrupted and will be resumed next week.

LAST December the JOURNAL joined with the principal professional societies in asking architects—all architects—to do everything they could to make certain of a good majority for the Second Reading of the Registration Bill.

The result showed what architects could do when they tried. In spite of a confusion of issues which must be unrivalled in a Bill of two or three clauses, in spite of the opposition of a body which was apparently the parent society of Registered Architects, the Bill received a majority of 225 to 50.

This success was the success of the mass of practising architects—official, private and assistant. In it, the JOURNAL believes, its readers took part. For once, after seeing the failure of repeated efforts to conciliate a small and unreasonable minority of the profession, the mass of architects decided to stand no more nonsense; the vast majority of them asked their M.P.s, without abuse or hysteria, to support a Bill which they were sure would benefit the public and the whole profession; and the large majority on December 17 proved the strength of the opinion shown.

The Second Reading was a great triumph for the individual architect who was prepared to help his profession at a vital moment, and there can be no doubt that the majority did help. But today—with only a week to go before Third Reading—that triumph is in more than one way a danger.

There is the danger that the architect reading this page, reminded of the size of the majority, may consider his effort no longer necessary. There is danger in the difficulty of feeling equally determined for the second time over the same cause. And these two together make the greatest danger—that after forty years of effort and enormous expense of time and money the profession *might*, through apathy, have its Bill defeated and be compelled after several years to start again from the very beginning.

There is nothing remote about this danger. Far from it. Friday is private members' day; after the debates on national questions during next week, most M.P.s will be tempted to go away for the week-end or to take a day off for correspondence; the JOURNAL knows that only personal intercession kept thirty

M.P.s in the House on December 17 and suspects that only letters from constituents kept a hundred more. M.P.s are human. When convinced that a Bill is for the public good there is no limit to the efforts they will make to pass it. But *every* Bill is represented to them by someone as being for the public good and they are consequently compelled to pick and choose when to sandwich in their multitude of other work outside the House.

There is no need to emphasize that here again there is a danger in the majority on Second Reading. Some M.P.s may think that with such a majority their absence, even if they wish the Bill well, will not matter. The necessity for preventing so possible an attitude is only too obvious.

The Bill is not a perfect Bill. No one has pretended that it is. But, while protecting those architects already practising, it will, two years after it becomes an Act, have two immense advantages: it will ensure that all those entering the profession will have to prove by examination a reasonable standard of qualification; and it will prevent a very large number of persons calling themselves architects for the sole reasons that times are good for architects and that the title has by now quite a paying prestige attached to it.

The great majority of architects, together with the JOURNAL, believe that these are the results that they look to gain by Registration and that minor questions can be left to be cleared up when the Act is in force.

The opponents of the Bill have not, this time—at least in the Press—repeated their more sensational suggestions that scholarship funds have been misused by the Registration Council and that it will cost £1,000 to become an architect when the Act is in force. But it will be the greatest mistake to assume that their opposition has therefore ceased. It is far more likely that it will be entirely concentrated during the next week upon M.P.s—who in complicated professional questions cannot have the same instinct as architects for the relevant.

To prevent the Second Reading's triumph being killed by the Third Reading—to prevent the possibility of all the work this session and in the previous thirty years being wasted—the JOURNAL hopes that every architect will ask his or her M.P. to give his support to the Bill, to be in the House on May 13 at 11 a.m. and remain to vote.

It will take only twenty minutes to write a letter, *now*. And if it is done the Bill will pass for ever.



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N O T E S & T O P I C S

GLASGOW

ROARING through the streets of Glasgow to Bellahouston Park, one notices amongst others a hoarding in a square which says FREE CAR PARK FOR CHINESE VISITORS. A quarter of a mile further one asks oneself (a) why was the square entrance- and exit-less, being entirely surrounded with railings, and (b) why a special car park for the Chinese anyway?

The explanation, I am told, involves a local celebrity who, not seeing eye to eye with the Glasgow Corporation, and having been refused a permit to let out car parks to exhibition visitors, is taking a savage revenge by posting up notices of this sort in inaccessible parts of his own property, inviting unlikely people to leave their cars in impossible situations.

In view of the paucity of Celestial automobiles in Glasgow, let alone Celestials, Free Car Park for Chinese Visitors seems to me to hit a new High in civic fun. (I can vouch personally for the notice, having seen it with these eyes.)

Bellahouston Park is somewhat like a cork bath-mat with a loofah placed across the middle, the loofah being a central whale-backed hill round which the park assembles itself. That upon the treatment of the loofah the whole exhibition plan depends will be obvious to any architect, and nine architects out of ten would at once bisect the bath-mat and the whale-back with their main axis (King George VI Way, waterfalls, night illuminations)—a Triumphal Way climbing a dramatic slope being the sort of thing exhibition planners dream about.

Mr. Tait may have dreamt about it, but he hasn't done it. He spurned the loofah. His Triumphal Way tacks humbly round it. The loofah remains embowered in trees and crowned by Tait's Tower, the Garden Club, and a

restaurant or so, a kind of hill-top park in the centre of the exhibition city.

I took the trouble to ask Mr. Tait, when I got hold of him at Glasgow, why he did this. His explanation, typical, I think, was that his instructions did not allow him to cut the trees on top of the loofah, and he would have had to cut them if he'd taken his Main Avenue over the hill. The inference was that he would have done it if he could, Mr. Tait being too canny to admit that he does a thing because he thinks it right.

It will be clear at once (I hope) that his solution is not merely right: it is one of those obviously right things that stick out a mile after they've been done, but don't stick out before. The decision to side-track the hill was a decision of genius. For why? The exhibition has a park, a retreat, a resting-place at its centre, an eminence from which one can brood upon exhibition life in the comfortable knowledge that one is here equidistant from all important points. Furthermore, the value of the hill as a focal point is equal from whatever quarter one looks at it; it is not bearing the burden of a Great White Way; it is a castle mound in a market town. Mr. Tait has discarded a Beaux Arts plan in favour of the kind of lay-out you get in a typical country town, where the main streets ambulate with dignity round the castle hill, nowadays the town park (cf. Reigate in the current issue of the *Architectural Review*).

The repercussions of this decision are many. I have room only to add that it makes the Glasgow Exhibition. The millions who go there won't know why they like it, but they will like it. Glasgow and the British Government are vindicated in the dour little Scot whom I last saw standing rather forlornly in the middle of a main avenue (supported only by the *svelte* Miss Lorne) in front of a horde of London journalists who were being led like wolves round the sheep-fold by the Exhibition's head man, active, efficient, silver-moustached Mr. Cecil M. Weir.

"And now, gentlemen," said the Head Man, "we are approaching one of the most remarkable sights in the place, the Exhibition architect. I hope after what you have seen you will all feel inclined to do what I am going to do."

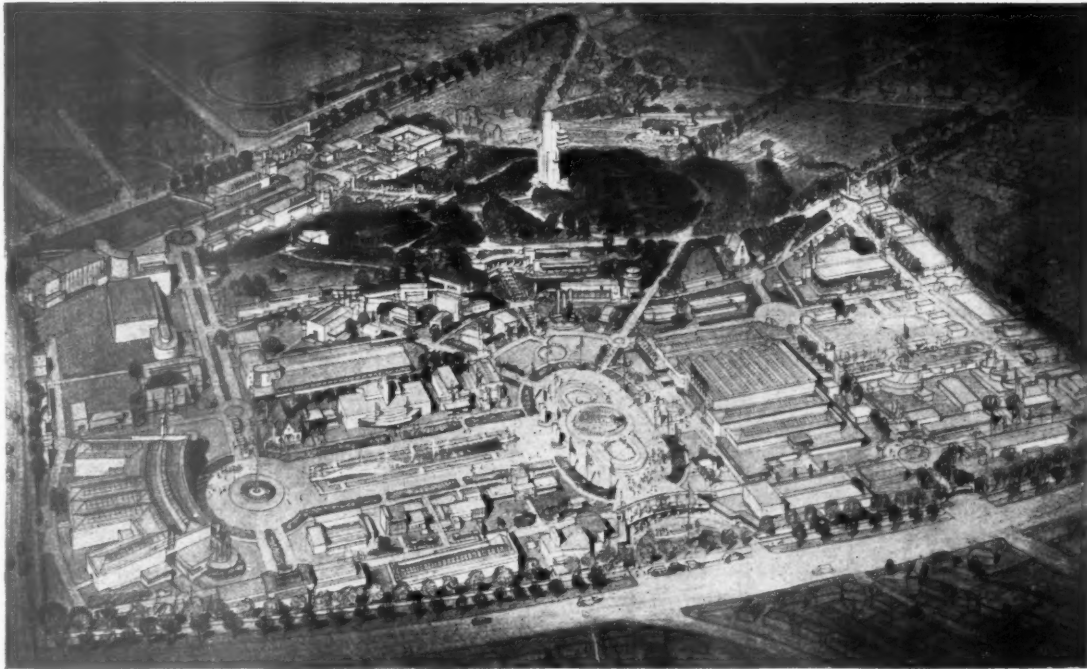
With which Mr. Weir removed his hat, and the seventy or eighty hard-boiled Fleet Street wallahs followed suit, gazing upon Mr. Tait and Miss Lorne as at twin Pacifics. In that tremendous hush I must for the moment leave them.

ANCIENT MONUMENTS

Last week by writing "or" instead of "and" I created chaos in my note about *The Times*, ancient buildings and H.M. Office of Works.

What I should have said is this: H.M.O.W. is entitled to schedule for preservation (1) any building which is uninhabited (or only inhabited by a caretaker) and (2) any ecclesiastical building which is not in use for religious purposes.

But mine was not the only mistake. *The Times*, in claiming that 327 monuments were last year added to the official preservation list, has misunderstood the



A perspective of the Glasgow exhibition, by Mr. J. D. M. Harvey, on view in the architectural room at the Royal Academy, which opened on Monday.

significance of that list. It numbers only the monuments scheduled for preservation. In fact, a very small proportion of scheduled monuments are actually taken over, which makes the situation, even in mounds and earthworks, much worse than *The Times* would have us believe.

ROLLS-ROYCE

A propos of my note on the new R.R. crest, I have received a letter from Messrs. Mitchell and Bridgwater:

I have never owned a Rolls-Royce, but a client of mine, who, besides owning one is a man of considerable taste, tells me that the "Stooping Goddess" is included if one buys the car complete, but if, as is often the case, only the chassis is bought (as your notes suggest) and a special body fitted the mascot must be bought separately.

It is interesting therefore whenever one sees a specially beautiful Rolls-Royce to be able to gauge the taste of the owner by the absence or otherwise of the Goddess of Snobbery!

Yours sincerely,

D. L. BRIDGWATER

I am sorry that I should have been misleading. But now I should like to know how much this bauble costs, and whether you have to produce your purchase lines to show that you really are a Rolls-Royce owner and not just wanting to embellish something else? While I cannot admire the diving girls which commercial travellers delight to gum on the back windows of their family saloons, they are at least in an almost human attitude, not "poised for the inevitable belly-flopper" as is the Rolls effort.

Which reminds me that the allied company now producing Bentleys announced a competition a couple of years ago for a new radiator cap emblem. Did anything ever result?

R.A.

Tilting at the Royal Academy is becoming very tiresome

to read about. It ought to be obvious by now that members like what they do and show and that a section of the public likes it too. I consider it unnecessary to analyse that public appreciation too closely—and superbly ridiculous to manufacture causes of indignation about what is accepted or not.

Architecture at the R.A. is in different case—but all that was gone into with lasting thoroughness at the time of the Architecture Exhibition. This year there are again a few models, including the worst I have ever seen anywhere, many perspectives and some elevational drawings. Most are highly coloured.

Mr. Verner O. Rees has a half-inch drawing of Kendal Municipal Buildings and I was pleased to see he had wiped out the 6-inch returns which in his competition drawings gave it two purely elevational wings and annoyed me very much. Messrs. Thomas Adams and T. A. Jeffries' central redevelopment scheme for Dundee is excellent in a very faintly Swedish way.

A senior school by Messrs. W. G. Newton, two churches by Mr. Cachemaille-Day, the layout of the Glasgow Exhibition by Mr. Tait, an employment exchange by Mr. Charles M. Childs, and a health clinic at Bilston by Messrs. Lyons, Israel and Elsom, are all good things, lucidly drawn without using any more paper than was necessary.

These and half-a-dozen others can in time be found among the juicily Wurlitzer renderings and framings of the majority.

ASTRAGAL

NEWS

POINTS FROM
THIS ISSUE

- "And now, gentlemen," said the Head Man, "we are approaching one of the most remarkable sights in the place, the Exhibition architect. I hope after what you have seen you will all feel inclined to do what I am going to do." With which Mr. Weir removed his hat 726
- There are 153 exhibits in the architectural room at the Royal Academy Exhibition 733
- Proposed Scheme for the Redevelopment of the South Bank 749

NATIONAL GALLERY

Mr. Leckie, in the House of Commons last week, asked the First Commissioner of Works if he was aware that the National Gallery in Trafalgar Square was neither architecturally beautiful nor convenient for its purpose, since there was no longer space there to house the national collection; and, in view of these facts, would he consider replacing the existing building by a building more suitable for its purpose and more worthy of the finest site in Europe.

Sir P. Sassoon said that he could not accept Mr. Leckie's statement as to the architectural quality and the convenience and adequacy for its purpose of the National Gallery, and he was therefore unable to contemplate replacing the building by another.

INTERNATIONAL BUILDING CLUB

We are informed by the Chairman of the International Building Club that it is expected that a lease will be taken of No. 17 Carlton House Terrace in the course of a week or so. The temporary office address of the Club is 35 Basildon Court, Devonshire Street, W.1.

MUNICIPAL OFFICES, GODALMING

The R.I.B.A. has nominated Mr. Stanley C. Ramsey, F.R.I.B.A., as assessor in connection with the competition for new municipal offices at Godalming.

MUNICIPAL OFFICES, MAIDENHEAD

The Maidenhead Town Council has appointed Mr. D. G. Walton to design the proposed new municipal offices and assembly hall.

LIVERPOOL ARCHITECTURAL
SOCIETY

Mr. Harold A. Dod, F.R.I.B.A., has been elected president of the Liverpool Architectural Society in succession to Mr. B. M. Ward, F.R.I.B.A.

ERECTION OF NEW L.C.C. FLATS

The Housing and Public Health Committee of the L.C.C., at Tuesday's meeting of

THE
ARCHITECTS'
DIARY

Thursday, May 5

GARDEN CITIES AND TOWN PLANNING ASSOCIATION. At the Housing Centre, 13 Suffolk Street, S.W.1. Exhibition of books on planning. Until May 31.

COLLEGE OF ARTS AND CRAFTS, Birmingham. At the Museum and Art Gallery. Exhibition of Students' Work. Until May 21.

SOCIETY OF ANTIQUARIES, Burlington House, W.1. "Recent Discoveries of Medieval and Later Domestic Wall Paintings in Worcestershire." By Matley Moore and Dr. Tancred Borenius. 8.30 p.m.

AUCTIONEERS' AND ESTATE AGENTS' INSTITUTE, 29 Lincoln's Inn Fields, W.C.2. "The Institute and Its Work." By E. H. Blake. 3.30 p.m.

Friday, May 6

INSTITUTION OF SANITARY ENGINEERS. At Carlton Hall, S.W.1. "Some Factors Affecting the Design of Sewage Disposal Works." By John Hurley. 6.30 p.m.

ROYAL SANITARY INSTITUTE. Joint Meeting with the Welsh Branch of the Society of Medical Officers of Health and the South Wales and Monmouthshire Centre of the Sanitary Inspectors' Association. At the City Hall, Cardiff. "The Place of the Public Health Department in relation to the Council Housing Estates." By J. A. Glover. 8 p.m. May 7: Visits.

Monday, May 9

R.I.B.A., 66 Portland Place, W.1. One hundred and fourth Annual General Meeting. 8 p.m.

ROYAL SOCIETY OF ARTS, John Street, Adelphi, W.C.2. "Mass Production." By Harold Curwen. 8 p.m.

CHARTERED SURVEYORS' INSTITUTION, Great George Street, S.W.1. "The Prevention of Vibration in Buildings." By J. Francis Smith. 6.30 p.m.

Tuesday, May 10

INSTITUTION OF CIVIL ENGINEERS, Great George Street, S.W.1. Annual General Meeting. 6 p.m.

ILLUMINATING ENGINEERING SOCIETY. At the Institution of Mechanical Engineers, Storey's Gate, S.W.1. Annual General Meeting. "Progress in Illuminating Engineering Abroad." By E. Cytborck. 6.30 p.m.

Wednesday, May 11

ROYAL SOCIETY OF ARTS, John Street, Adelphi, W.C.1. "The Co-ordination of Gas Supply." By Colonel W. M. Carr. 8.15 p.m.

the Council, reported that it had entered into arrangements, estimated to cost nearly £360,250, for the erection of over 600 new flats, with accommodation for about 3,100 persons, in various parts of London.

The largest of these schemes is the erection of 12 blocks on the Wandsworth Road site at a cost of £230,950. These blocks will contain 395 flats with accommodation for nearly 2,000 people. The total area of the site is about 25 acres and over 1,000 flats containing accommodation for nearly 5,000 people are to be erected.

The other flats are being erected in Eastney Street, Greenwich; Warburton Square, Hackney; Will Crooks Estate, Poplar; and Bostock Street, Stepney.

APPOINTMENT

Mr. Glyn Lewis has been appointed architect and surveyor for the Borough of Kensington. He is at present employed by the Air Ministry, London.

WEST YORKSHIRE SOCIETY OF
ARCHITECTS

At the annual meeting of the West Yorkshire Society of Architects, Mr. F. L. Charlton was elected President in succession to Mr. G. W. Atkinson.

Other officers elected were: Vice-presidents, Mr. J. Maddock and Mr. J. S. Allen; hon. secretaries, Mr. Norval R. Paxton and Mr. H. J. Brown; hon. treasurer, Mr. Charlton; Members of Council, Messrs. D. Bowman, W. Broadbent, G. A. Barnett, R. A. Easdale, R. J. Edmondson, C. Hickson, W. Illingworth, R. A. H. Livett, P. O. Platts, E. O. Robinson, J. E. Stocks, H. Conolly, W. H. King, J. R. Tolson and Sir William Milner.

OBITUARY

We regret to record the death of Mr. James Henry Gray, F.R.I.B.A., a partner in the firm of Watson, Salmond and Gray, of Glasgow.

Born in 1885, he was educated at Bootham School, York. He became a partner of the firm when he returned in 1919 from active service.

PROFESSIONAL ANNOUNCEMENTS

Mr. Graham Dawbarn has for some time been associated with Mr. Nigel Norman on the airport side of his architectural practice. A partnership to embrace all previous activities has now been formed between Mr. Nigel Norman, Mr. Graham Dawbarn, Mr. Robert Richardson, A.I.A.A., and Mr. R. F. Lloyd Jones, B.A., A.M.I.C.E., under the style of Norman and Dawbarn, Architects and Consulting Engineers. The practice will be carried on, as before, at 43 Grosvenor Place, London, S.W.1.

Mr. Hector Hamilton has entered into partnership with Mr. Maurice Green, B.A., A.R.I.B.A. They will practise at 27 Park Lane, W.1. Telephone No.: Grosvenor 1281-82.

EXHIBITIONS

THERE are two good exhibitions by young and comparatively unknown painters at the Spectrum and the Wertheim Galleries. The Spectrum is new, and an interesting experiment. Here painters can escape the high charges and commission of the ordinary gallery and can show their work, up to four paintings a month, for a very small fee, and they run the exhibitions

EMPIRE EXHIBITION

The Exhibition is an Empire undertaking, but we do well to remember that it owes its origin, and to a great extent its execution, to the people of Scotland.

It is a significant fact that the plans were actually being prepared at a time when Scotland was still under the cloud of a long industrial depression.

For this reason alone many people would have hesitated to embark on a scheme of so wide and formidable a scope; but, in addition, the fact had to be faced that this Exhibition would inevitably challenge comparison with those held at Wembley, in New Zealand, and in South Africa.

Yet Scotland was not daunted, for that has never been her way. She believes that the best means of avoiding trouble is to provide against it, and that new enterprise is the safest insurance against the return of depression.

It is in this spirit that the Exhibition has been built.

—From the King's Speech at the Opening Ceremony of the Empire Exhibition, Glasgow, on Tuesday.

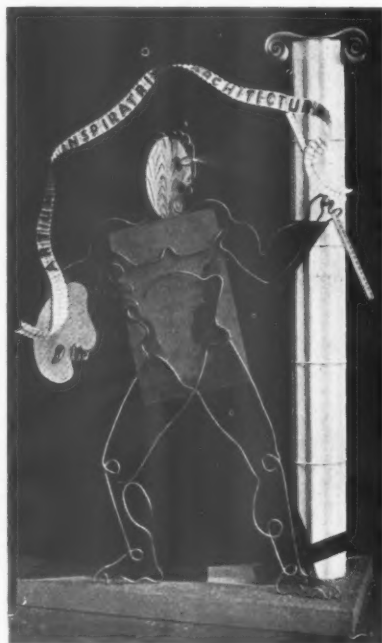
themselves. If the Spectrum maintains the present high standard the benefit will by no means be one-sided, and the public will have opportunities of seeing very interesting work. "Knossos," "Corinth," and "Inn at Mycenae," by Marjorie Brooks, are particularly fresh and convincing treatments of subjects only too easily romanticized; Marek Zulawski's "Kensington Gardens" is a very successful and personal re-statement of the familiar; Ivan Waller's "Monday" a pleasant and straightforward painting in which an ordinary scene achieves great vitality; Juan Stolls's "Row of Elms" a lively and accomplished painting; while of them all, Joyce Roper's "Fish" is perhaps the most intelligently comprehended. Marjorie Meggitt's small wood carving of a girl's head is the best of the sculpture.

The work of the St. John's Wood Group at the Wertheim Gallery is perhaps rather less mature, but none the less interesting for that, and some of it—that, for instance, of John Minton, Nancy Hess, and particularly Colum Gore Booth—is very competent. Colum Gore Booth has the rare power of suggesting atmosphere without sacrificing solidity or structure. The line and wash sketches in this exhibition are less ambitious and on the whole freer and more completely realized than the paintings.

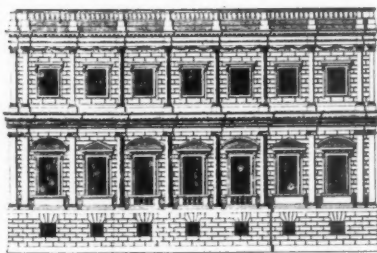
The painting in both these exhibitions is refreshing in its unpretentious and straightforward attempt to solve an immediate problem, and far more interesting than a great deal of work of higher actual achievement.

Paintings and Sculpture. Spectrum Gallery, 105 Charlotte Street. Until May 5.

Paintings by the St. John's Wood Group. Wertheim Gallery, 8 Burlington Gardens. Until May 9.



Symbolic figure: "Architecture — the fountain and source of all the Arts." By R. H. Day. From the exhibition of Students' Work, School of Architecture, Royal College of Art, now being held at 66 Portland Place, W.1.



THE TRAFFIC AND THE PLAN

[By E. H. W. ATKINSON]

IT almost looks as though the tangle of London planning is about to be tackled at last. It would have been contrary to the English genius, of course, for the problem to have been tackled at the proper time, or even reasonably early, or for the immediately obvious and logical reasons. Nor will we English, who know ourselves, expect very much. But Something (if I may coin a phrase) Will Be Done.

The fact seems to be that, having started *con brio* with the spending of some £40,000,000 on making it easier and in some cases possible to carry people about London, the London Passenger Transport Board has begun to think of ways of not having to undertake such fantastic jobs in the future. Since the Board has had only five years of life, it can scarcely be blamed for not having seen the town-planning light earlier, but now its enthusiasm for seeing if something cannot be done to put people to live in the right and convenient places is commendable.

That is the first part of the move towards some large-scale planning for London. The second will show itself with the publication, probably in the next week or two, of Sir Charles Bressey's report, now in the hands of the Minister of Transport, whose predecessor commissioned it three years ago, on the road system of the London Traffic Area. Sir Charles is confidently expected to lay down the lines of road development for a generation or more. After all, some of the recently completed arterial roads round London were planned so long ago as 1910 under John Burns. The report is to go to the London and Home Counties Traffic Advisory Committee, and to the new Greater London Standing Conference on Regional Planning, which lately began its work and by now has its machinery in running order.

The existence of that Conference is the third factor to be taken account of. It did not come into existence under very favourable auspices. It has been given no powers at all, except the spending of no less than £360 a year, and it is only to give advice when asked for it. Thus to those who looked

for a comprehensive plan for London, imposed with authority, the Conference was bound to be a disappointment from the start. But its advice is at least being asked for on this problem, I gather, and after all, taking it for what it is, the Conference does offer a little promise, since its work will really be done by a technical sub-committee, composed of the surveyors of the constituent county councils, county boroughs, and of the City Corporation, meeting, not as representatives of possibly conflicting interests, but as experts concerned to get a job done. This technical sub-committee should find itself at grips with the London traffic problem very quickly.

Two recent documents besides the Bressey report will be available for the conference—the fourth annual report of the London Passenger Transport Board, with an interesting chapter on "Industrial London," and the annual report of the London and Home Counties Traffic Advisory Committee, which is now before the Minister. This latter, after some discussion of the work that London Transport is now doing to improve passenger traffic facilities, and commenting without much conviction upon the possibility of "staggering" hours of work, has a passage about the all-too-frequent habit of building first and then hoping for the best in the way of travel facilities.

"Landowners and builders expect that these (travel facilities) will be made available in the same way as gas, water and other services are provided, with the result that building development is proceeding indiscriminately, even in areas where existing transport facilities may be inadequate for existing requirements. The conditions obtaining justify the view held by the London Passenger Transport Board and the Southern Railway Company that future building developments should be related to existing or contemplated road and rail facilities, and we recommend that the Board and the four main line railway companies should be brought into consultation before any important building development schemes are decided upon. We consider that it would be in the interests of the people requiring houses in the suburbs that building development for their needs should be attracted, if not guided, into areas where existing railway facilities are not overloaded, or where additional railway facilities are about to be provided."

"Attracted, if not guided . . ." is a tame way of suggesting that proper town planning powers should be used, but at any rate here is evidence that the idea is at last getting about.

London Transport, having surveyed last year in its annual report problems arising out of the growth and distribution of population—but not yet having dared to suggest that there was any

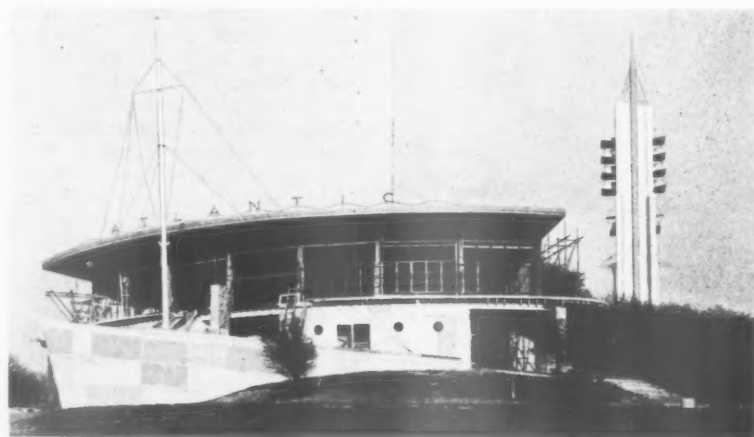
maldistribution of population—finds itself brought this year to something like a declaration of faith in town planning. That is the more important since Mr. Frank Pick, vice-chairman of the Board, has become a member of the Regional Planning Conference. He is joined by Mr. R. M. T. Richards, assistant traffic manager of the Southern Railway, as representing the main line railways. The annual report ends thus its chapter on "Industrial London": "By a proper zoning of housing and industry so as to secure to some extent a balanced inward and outward movement of passengers much can be done to mitigate the traffic problem." It would mitigate a good deal else, but so much for the approach from the special angle of the London Passenger Transport Board. Then it goes on: "Hitherto London has grown in a haphazard manner; but it is gratifying to note that an ever-increasing importance is being attached to town planning. The Board look forward to the time when there will be the fullest co-operation between all the various interests, including transport, in the planning of housing and industrial development to the best advantage of the community. So far as the outer suburbs are concerned, action would soon be effective and profitable even if the inner suburbs, already fully developed, continued to present an obstacle to the full realization of a plan for London as a whole."

A good deal of that paragraph, things being what they are, may read more optimistically than practically. But the arguments leading up to it are worth summarizing. In the first place, the Board has to point out that the official statistics bearing upon London's industrial activities are by no means complete or consistent. The absence of comprehensive and homogeneous statistical data "is a regrettable hindrance to both the understanding and the interpretation of what has taken place." Then there is an interesting analysis, so far as it goes—which is about as far as the available data will assist it—of the way in which the outward shift of industry has brought new problems. Evidence of London's industrial growth is no longer to be looked for in the back streets of the eastern half of the County of London, but rather on all the new arterial roads. On a two-mile stretch of the Great West Road, for example, there are no fewer than 53 new factories, employing about 11,000 workers. The new arterial roads leading out of London seem (it is observed) to have provided just those facilities for transport essential to attract modern industry, and the practice of establishing factory estates adjacent to the main roads has intensified the process—of the 470 factories opened or extended in the outer areas during the years 1933 to 1936, some two-fifths were established on such factory estates.

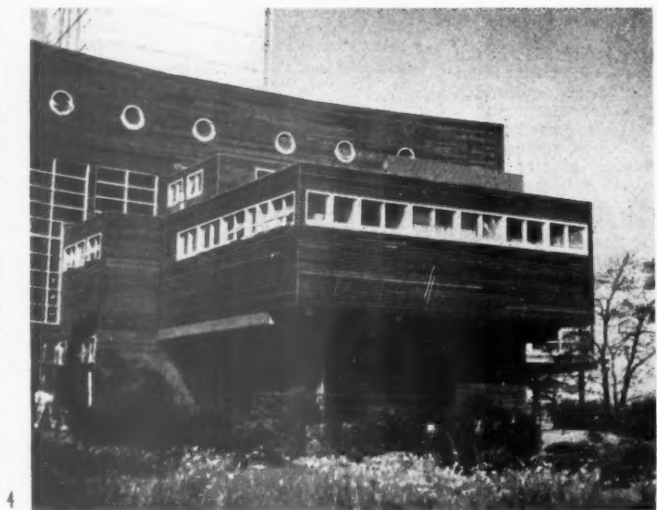
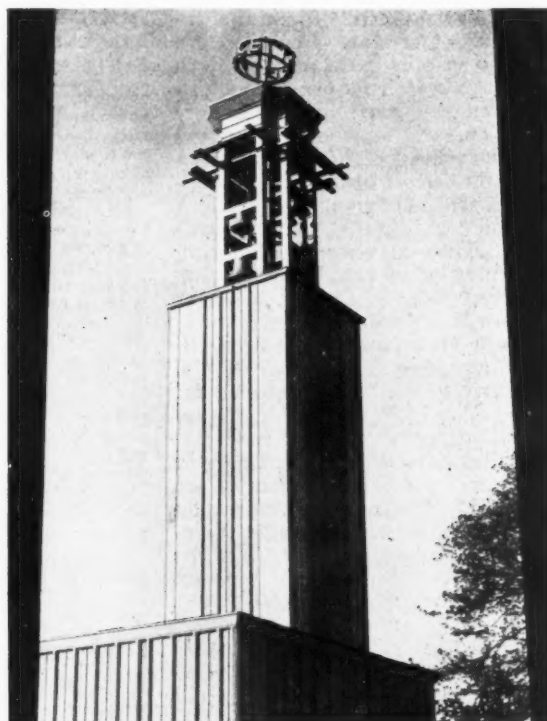
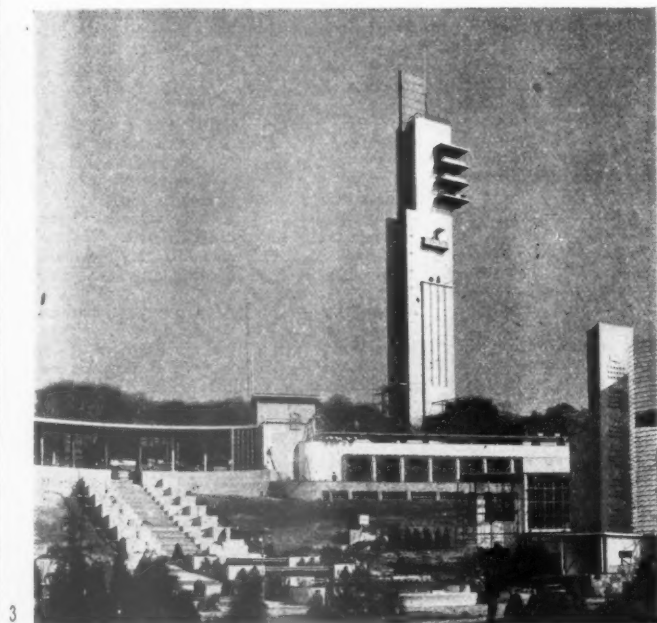
THE EMPIRE EXHIBITION,



On this and the facing page we reproduce seven photographs taken at the Empire Exhibition, Glasgow. The exhibition will be fully reviewed in next week's issue.
1: The main staircase and cascade with the observation tower at the top of the hill.
2: The Atlantic restaurant on the hill overlooking the rest of the exhibition.



BELLAHOUSTON PARK, GLASGOW



The photographs show—3: View of the hill in the centre of the exhibition grounds with flight of steps leading to the Garden Club at the top and the observation tower; part of the I.C.I. Pavilion is shown on the right. 4: The restaurant at the foot of the observation tower. 5: The South African Pavilion. 6: The Peace Pavilion. 7: The I.C.I. Pavilion, with the observation tower in the background.]

Park Royal, in North Acton, well served by railway, canal and road, and by the Underground, is another striking instance of the process of industrialization in the outer zone. Now there are some 230 factories in the area, of which (excluding branch factories) one-third have been transferred from the County of London.

That movement of factories has been one of the factors underlying the outward movement of population to which attention was directed in last year's report. These movements of industry and especially of population tend to complicate the problem of peak-hour traffic—not only do they accentuate the main peak flow to and from the central area, but also they create new local peaks of traffic in the outer zone. On the other hand, the growing industrialization of the outer zone has resulted in a small traffic peak moving in a direction opposite to that of the main peak movements. At certain stations, too, workmen's traffic represents much more than a third of the total traffic, and the Board observes with some resignation that this special problem "appears well-nigh insoluble."

On peak hour traffic and its problems the Board has lately placed a considerable amount of information before the Minister of Transport. He is considering this, along with matter from other sources, and may shortly decide to call a conference of those interested.

With good reason, therefore, all things considered, the Board turns its eye towards planning for a solution. The idea of calling in a competent town planner to deal with the job does not seem to have occurred to enough people yet. In the meantime, the Planning Conference is being asked for its advice. That body can prove if it has any real worth in the first few weeks of its life. But unless it manages to find some way of showing initiative, we shall be back at the old "Something-Must-Be-Done" stage. It would be Something, of course, Something not very forceful, Something not very logical and certainly not very radical—but Something. Will the Conference make it Something Big?

R. I. B. A.



NEWS BULLETIN

Annual General Meeting.—The one hundred and fourth annual general meeting will take place on Monday next, May 9, at 8 p.m., when the annual report will be presented and discussed.

Informal General Meeting.—"Town Planning and the Ownership of Land" is to be discussed at an informal general meeting on Wednesday, May 11, at 6.30 p.m. The speakers will be Mr. F. J. Osborn, Hon. Editor of the *Journal of the Town Planning Institute*, and Mr. T. S.

Barnes, Hon. Secretary of the R.I.B.A. Housing, Town Planning and Slum Clearance Committee. Mr. R. L. Townsend will be in the chair. Tea at 5.45 p.m.

Visit to the Building Research Station.—The R.I.B.A. Science Standing Committee has arranged a visit to B.R.S. on Tuesday, May 24. A full and interesting programme has been arranged. Members wishing to attend should notify the Hon. Secretary of the Science Committee before Tuesday, May 17. The party will meet outside Watford Junction station at 2.40 p.m. on the 24th. A fast train leaves Euston at 2.7 p.m.

Royal College of Art Exhibition.—Architects would be well advised not to miss visiting the R.C.A. Exhibition now on view at the R.I.B.A., and which closes on May 14. This is of architectural work by painters, sculptors and designers of the R.C.A., and is of remarkable interest to architects, particularly as regards drawing, water-colour and perspective.

Exhibitions.—"Modern Schools" closes at the Leicester College of Arts and Crafts on May 13, and will go on to Bradford. "Health, Sport and Fitness" was very well received at Hull. It is expected that several thousand school-children will visit this exhibition. "Civic Centres" closes at Brighton Public Museum on May 8, and goes to the Leicester Museum and Art Gallery on May 17.

LICENTIATES AND THE FELLOWSHIP

The present regulations governing the examination of Licentiates who, being otherwise eligible, wish to qualify for admission as Fellows provide that in the first place the candidate shall submit for approval by the Council, working drawings of one or more of his executed buildings, supplemented by photographs and by original sketches or measured drawings of actual work and

- (1) Should the work so submitted be, in the opinion of the Council, of sufficient merit to exempt the candidate from further examination, he may be so exempted;
- (2) if the work submitted is approved by the Council the candidate is required to submit himself to an examination;
- (3) if the work so submitted is, in the opinion of the Council, inadequate, his application is not further entertained.

By a resolution of the Council passed on April 4, 1938, on and after January 1, 1939, all candidates whose work is approved will be required to sit for the examination which will be the design portion of the Special Final Examination, and no candidates will be exempted from the examination.

Note.—The above resolution will not affect Licentiates of over 60 years of age applying under Section IV, clause 4 (c) (ii) of the Supplemental Charter of 1925.

THE R.I.B.A. DRAMATIC SOCIETY

On Thursday and Friday, May 19 and 20, at 8.30 p.m. (at 66 Portland Place), the R.I.B.A. Dramatic Society will present "Bon Ton, or High Life Above Stairs," by David Garrick, preceded by "The Waxen Man," by Mary Reynolds.

Tickets, price 5s. and 3s. 6d., may be obtained from the R.I.B.A. or from Miss Caldicott at the Architectural Association, 36 Bedford Square. Application for tickets, which must be accompanied by the appropriate remittance, should be made well in advance.

COUNCIL MEETING

Appointments.—*Jury for the Annual Award for Brick Buildings of Merit:* Hon. Humphrey Pakington (Chairman of the Art Standing Committee). *Joint Lighting Committee of the Architectural Profession and the Electric Lamp Manufacturers' Association:* Mr. G. A. Jellicoe (F.) in place of Mr. D. L. Bridgwater. *Paint Application Panel:* Mr. O. P. Bernard (L.) in place of the late Mr. Alan E. Munby. *Pigments for Rubber and Paper:* Mr. O. P. Bernard (L.). *Standardization of Insulation and Harbard:* Mr. Walter Goodsmith (A.) and Mr. C. J. Morreau (A.). *Architectural Graphic Records Committee:* Mr. Grahame B. Tubbs (A.). *Health Organization of the League of Nations: Meeting on Insolation, Lighting, etc.:* Mr. C. J. Morreau

(A.) *Salaried Members' Committee:* Mr. W. G. Norris (L.).

Regulations for International Competitions.—On the recommendation of the Competitions Committee it was agreed to delete from the Kalendar the Regulations for International Competitions pending the revision of this document and a guarantee that it would be observed by all the countries concerned.

Directorship of the Building Centre (Scotland) and Clause 2 of the Code of Professional Practice.—It was agreed to amend Clause 2 of the Code of Professional Practice to enable members to be directors of the Building Centre (Scotland).

Reinstatements.—The following ex-members were reinstated: As Associates: Messrs. Thomas Denton Brooks (Retd. A.) and Harry Reginald Coales. As Retired Licentiate: Mr. John Douglas Webster.

Resignations.—The following resignations were accepted with regret: Messrs. Walter Brown (A.), Colin Walter Statham (A.), Frederick James Watson (A.), Robert Taylor MacArthur (L.), Gilbert Telfer Scott (L.), and George Samuel John Potter Smith (L.).

Transfer to Retired Members Class.—The following members were transferred to the Retired Members Class: As Retired Fellows: Messrs. John Francis Groves, Leofric Kesteven, Arthur Pollard, and Henry Charles Portsmouth. As Retired Licentiate: Mr. John Alexander Carfrae.

Election of Students.—The following Probationers were elected as students of the R.I.B.A.: Messrs. Ash, Raymond (Birmingham School of Architecture); Barlow, James Edward (University of Manchester); Barton, Robert Henry (Auckland University College); Brown, James (Edinburgh College of Art); Chew, Robert Eric Jones (Northern Polytechnic, London); Cooke, Grahame George (Birmingham School of Architecture); Cooperberg, Harold (McGill University, Montreal); Dearden, Gordon Beckwith (University of Manchester); Foote, George Edward (Edinburgh College of Art); Johnston, James Scott (Edinburgh College of Art); McGeoch, Ronald Viñor (Liverpool School of Architecture); Mark, Hugh Stewart (Glasgow School of Architecture); Muirhead, William (Glasgow School of Architecture); Ogilvie, Gordon Cecil Wentworth (Northern Polytechnic, London); Paul, William Francis Edward (R.W.A. School of Architecture, Bristol); Peck, James Herbert Funston (University of Cambridge); Pickup, Clifford (University of Manchester); Saunders, John Gower (Architectural Association); Wills, Gerald (R.W.A. School of Architecture, Bristol).

Cambridge Architects

At the annual general meeting of the Cambridge Chapter of the Essex, Cambridge and Herts. Society of Architects, the following officers were elected: Chairman, Mr. S. E. Urwin; vice-chairman, Mr. R. D. Robson; secretary, Mr. H. H. Parker; treasurer, Mr. J. D. Bland; librarian, Mr. H. L. Mullett, M.A. Executive committee, Messrs. T. F. Parker; H. C. Hughes, M.A.; R. W. Jakens; T. Fyfe, M.A.; J. MacGregor; P. Bicknell, M.A., and C. W. Craske. Group secretary, Mr. D. E. E. Gibson.

Housing in Scotland

During the quarter ended March 31, 1938, private enterprise in Scotland erected 1,450 houses, of which 1,353 were of five apartments and less. In the previous quarter 2,043 houses were completed by private enterprise and 1,648 were completed in the quarter ended March 31, 1937.

As Scottish local authorities erected 3,780 houses in the past quarter, altogether 5,133 houses of a working-class type have been built in Scotland during that period.

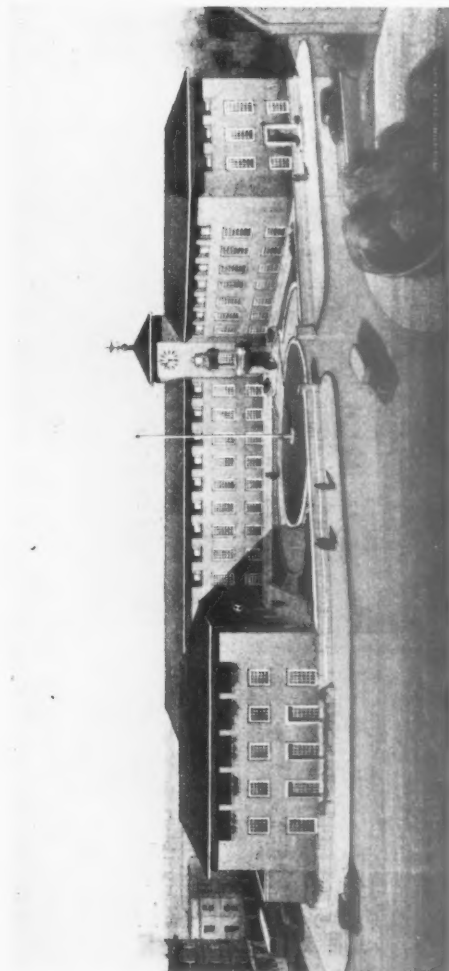
Since 1919, 285,261 working-class houses have been erected in Scotland.

ARCHITECTURE AT THE ROYAL ACADEMY BURLINGTON HOUSE, W.I. UNTIL AUGUST 6



There are 153 exhibits in the architectural room at the Royal Academy Exhibition, which opened on Monday last. Some of the exhibits are reproduced on this and the following five pages.
The drawings illustrated above show :—

1 : Dundee : Central Development. (No. 1280). By Thomas Adams and T. A. Jeffryes. (Perspective : Cyril A. Farey). 2 : New Council House, College Green, Bristol. (No. 1363). By E. Vincent Harris, A.R.A. (Perspective : J. D. M. Harvey).



3



6

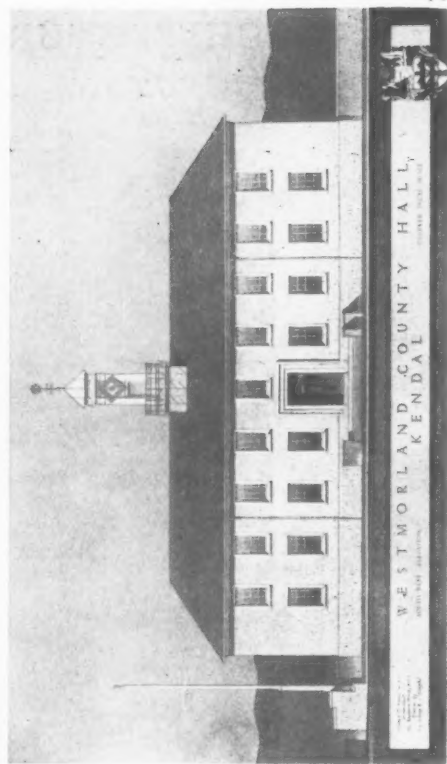


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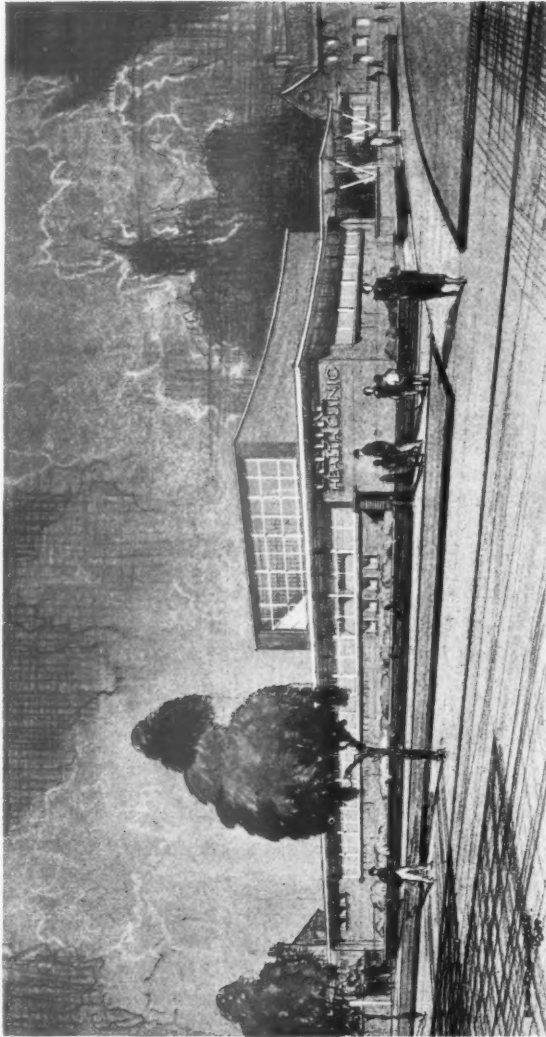


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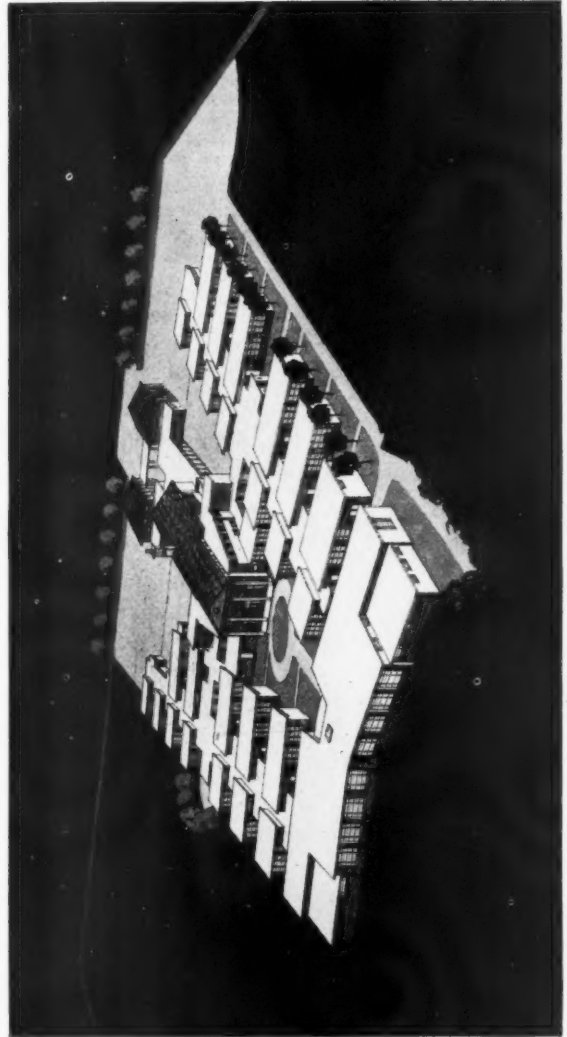
3: Municipal Buildings, Bromley, Kent (No. 1271). By C. Cowles-Voysey.
(Perspective: Cyril A. Farey.) 4: County Offices Extension, Winchester (No. 1355).
By C. Cowles-Voysey. (Perspective: Cyril A. Farey.) 5: Employment Exchange,
Washwood Heath, Birmingham (No. 1324). By Charles M. Childs. (Drawing:
C. Carve.) 6: New Civic Centre, Scunthorpe, Lines: first premiated design
(No. 1273). By Charles B. Pearson and Son. (Perspective: C. E. Pearson.)
7: Westmorland County Hall, Kendal (No. 1288). By Verner O. Rees. (Drawing:
H. L. Gloag and L. Wright.)



7



10 : Centre Health Clinic, Bilston (No. 1356). By Lyons, Israel and Elsom. (Perspective : E. Douglas Lyons.)
11 : A Senior School for the West Riding (No. 1345). By William G. Newton. (Perspective : Marjorie V. Duffell.)



8 : The Girls' Modern School, Bedford (No. 1405). By Oswald P. Milne. (Perspective : Oswald P. Milne.)
9 : Electricity Building for St. Marylebone Borough Council (No. 1267). By Kenneth M. B. Cross. (Perspective : Cyril A. Farey.)

A R C H I T E C T U R E A T T H E



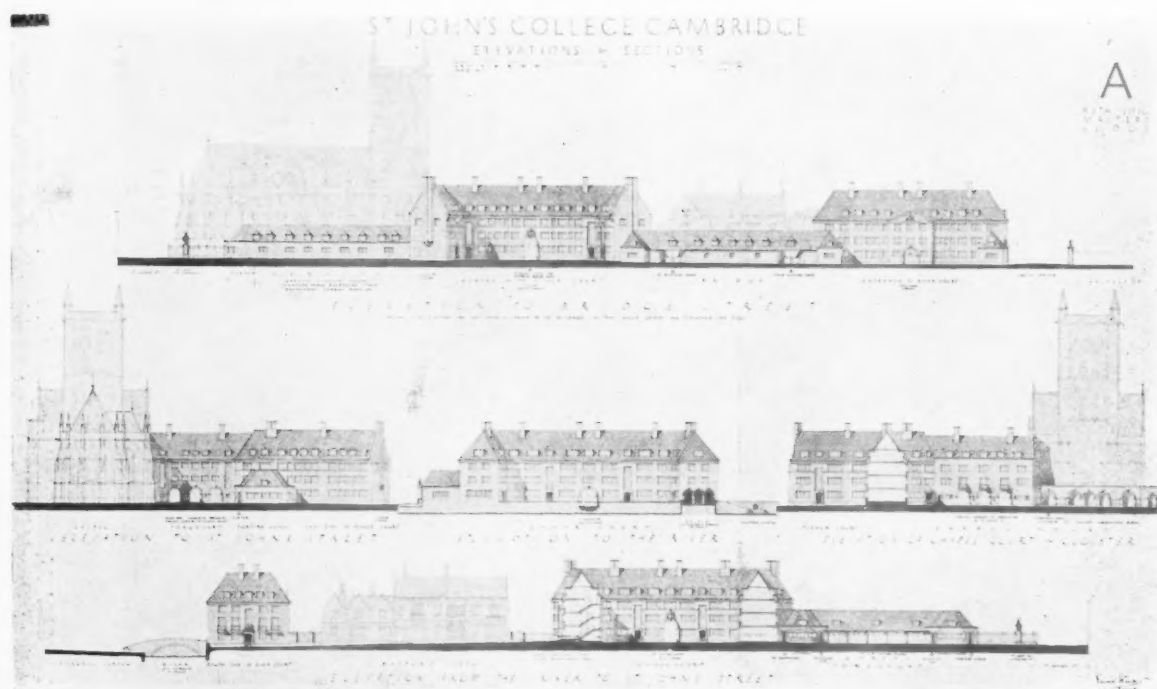
12

12 : St. Mark's Church, Teddington (No. 1251). By Cyril A. Farey. (Perspective : Cyril A. Farey.)



13

13 : Proposed Church of St. Wifrid, Testwood, Hampshire (No. 1269). By N. F. Cachemaile-Day. (Perspective : E. J. Thring.)



14

14 : Alterations and additions, St. John's College, Cambridge (No. 1269). By Edward Maufe. (Drawing : A. C. Layfield, G. C. Lowe, G. E. Cassidy, E. H. Shiers and Vernon Hill.)

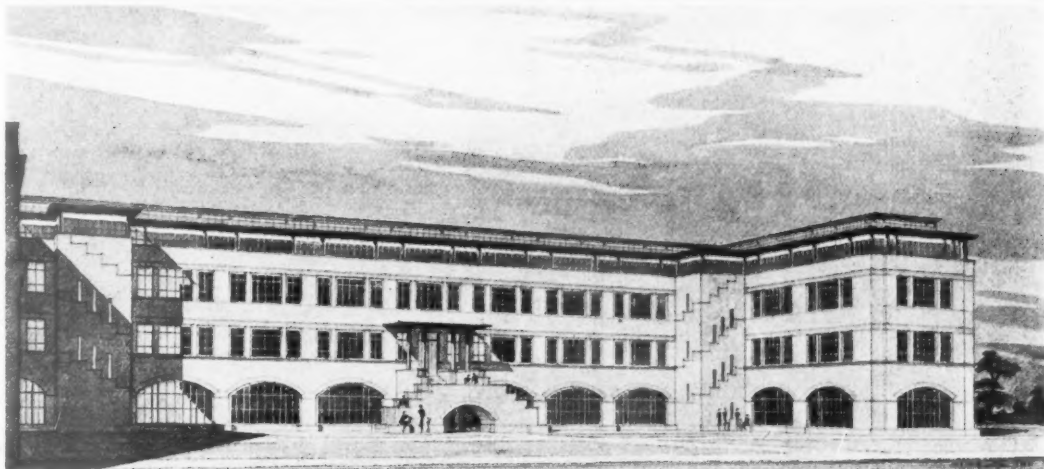
ROYAL ACADEMY EXHIBITION

15 : New Headquarters, Johannesburg, for the Anglo-American Corporation of South Africa (No. 1306). By Francis Lorne. (Perspective: Cyril A. Farey.)



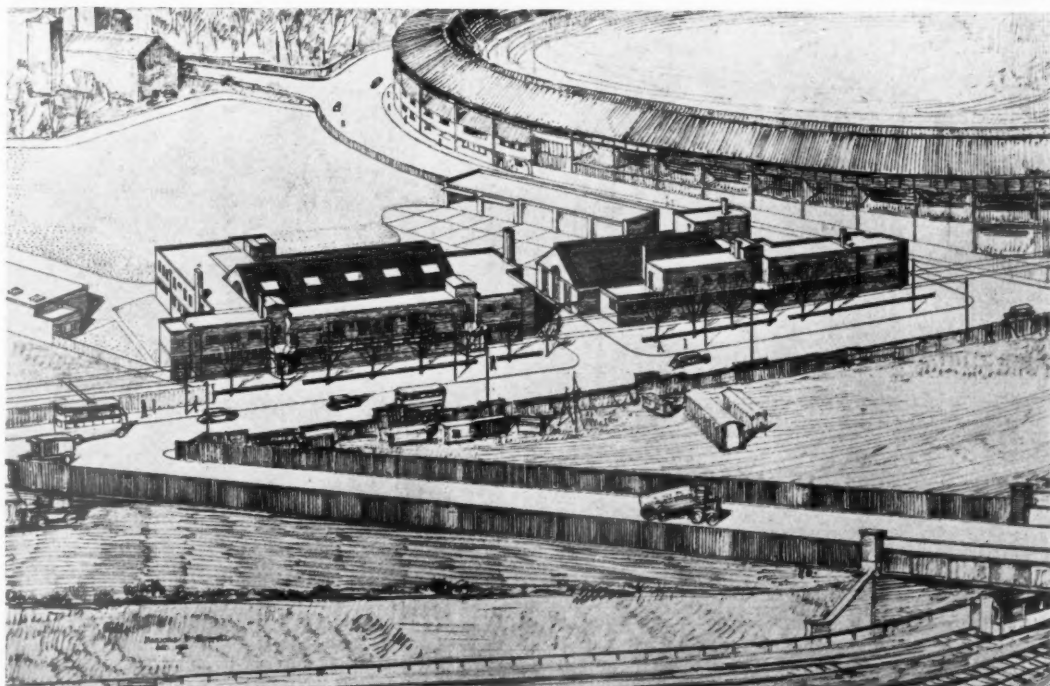
15

16 : North Collegiate School. New buildings at Canons Park, Edgware: north-east view (No. 1272). By A. E. Richardson, A.R.A., and C. Lovett Gill. (Perspective: E. A. S. Houfe.)



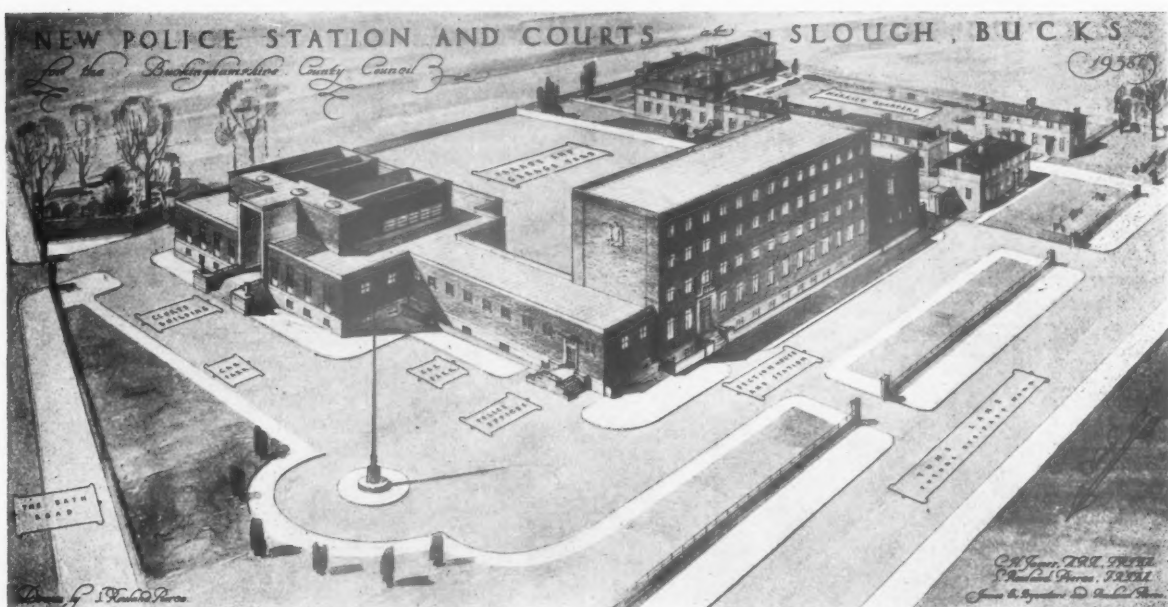
16

17 : Territorial Headquarters, Wood Lane, W. (No. 1293). By William G. Newton. (Perspective: Marjorie V. Duffell.)



17

ARCHITECTURE AT THE ROYAL ACADEMY



WORKING DETAILS : 651

KITCHEN • HOUSE AT KINGSTON, SURREY • E. MAXWELL FRY

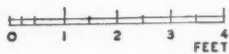


The kitchen quarters comprise the main kitchen, a small wash-up room, and a servery ; the layout is shown overleaf. In the main kitchen are an electric cooker, refrigerator, stainless steel sink and plenty of cupboard space. There is also a glass-topped working table, and a service lift to the roof terrace.

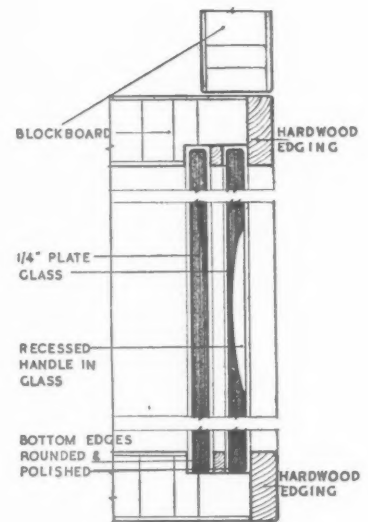
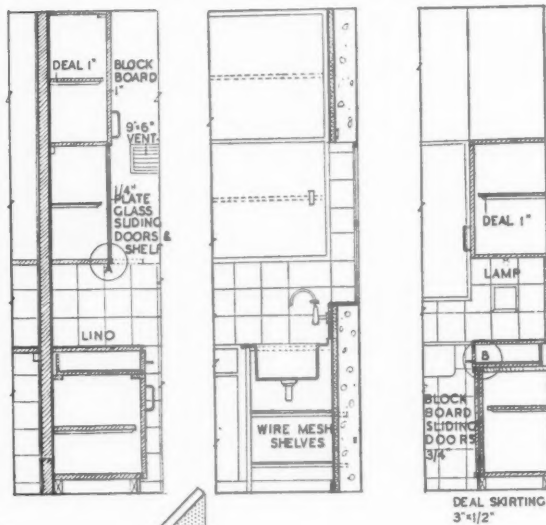
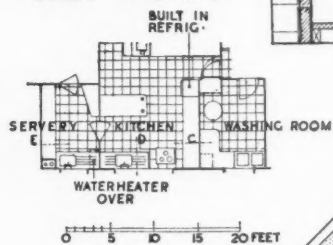
WORKING DETAILS : 652

KITCHEN • HOUSE AT KINGSTON, SURREY • E. MAXWELL FRY

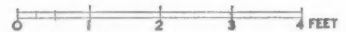
SECTION AT C,D AND E



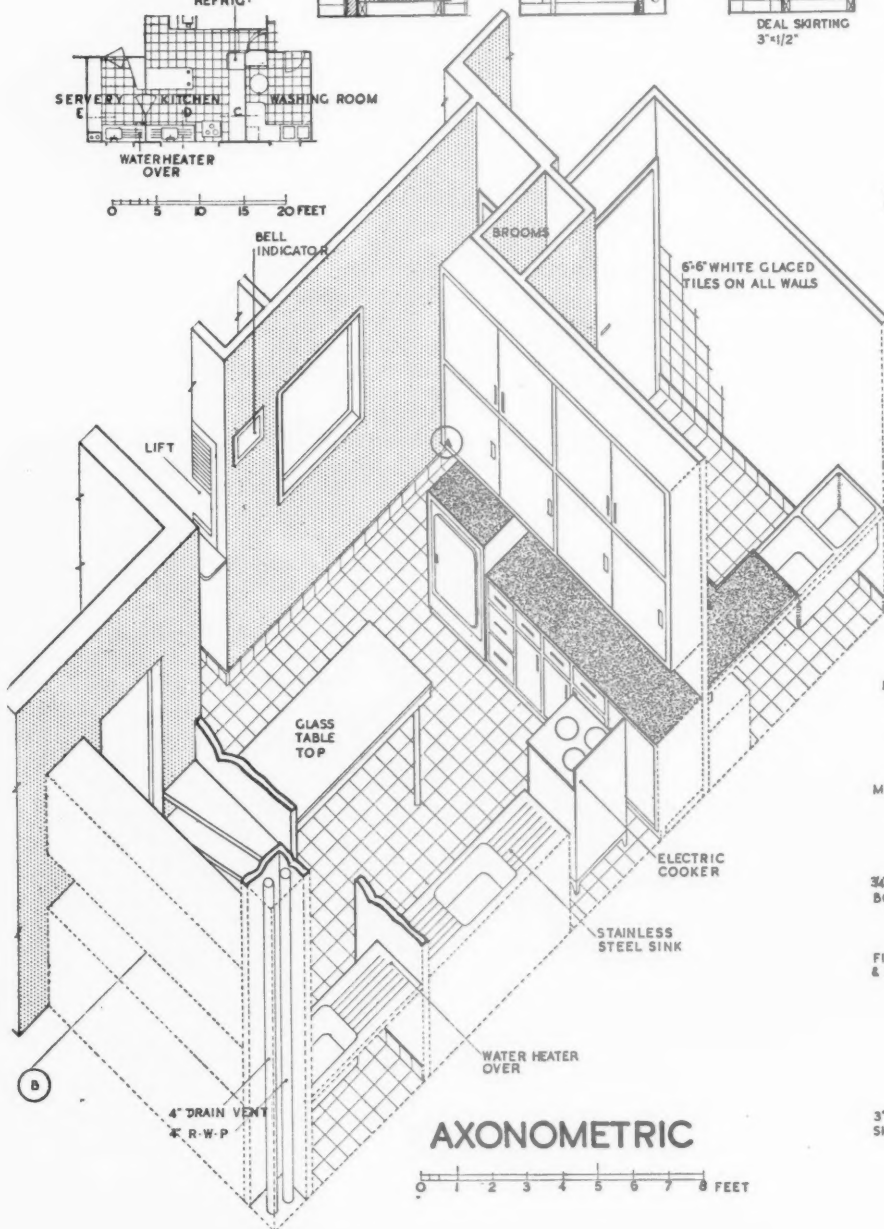
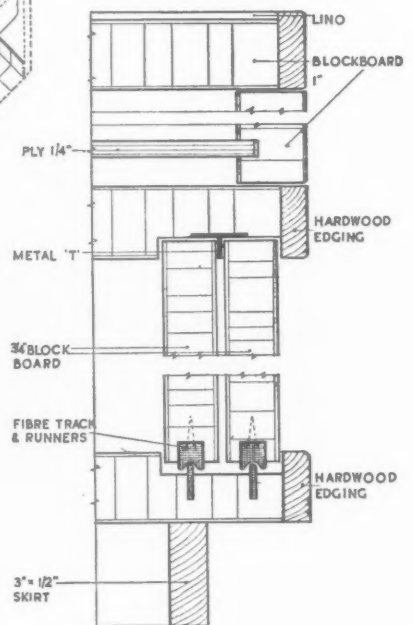
KEY PLAN



SECTION AT A



SECTION AT B



AXONOMETRIC

Axonometric and detail of the kitchen illustrated overleaf.

The Architects' Journal Library of Planned Information

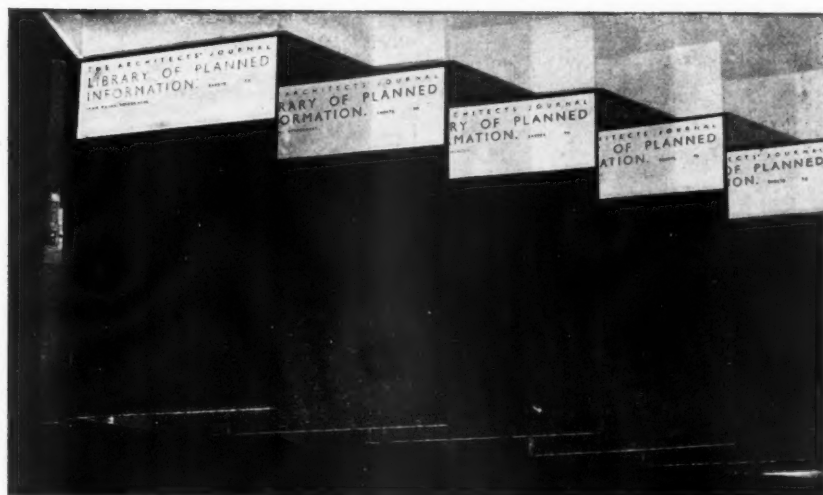
INFORMATION SHEET SUPPLEMENT



SHEETS IN THIS ISSUE

623 Brickwork

624 Metal Trim



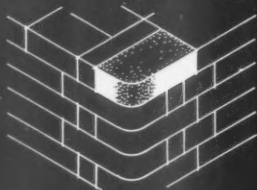
In order that readers may preserve their Information Sheets, specially designed loose-leaf binders are available similar to those here illustrated. The covers are of stiff board bound in "Rexine" with patent binding clip. Price 2s. 6d. each post free.

Sheets issued since Index :

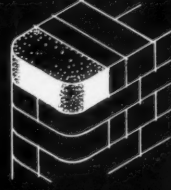
- 601 : Sanitary Equipment
- 602 : Enamel Paints
- 603 : Hot Water Boilers—III
- 604 : Gas Cookers
- 605 : Insulation and Protection of Buildings
- 606 : Heating Equipment
- 607 : The Equipment of Buildings
- 608 : Water Heating
- 609 : Fireplaces
- 610 : Weatherings—I
- 611 : Fire Protection and Insulation
- 612 : Glass Masonry
- 613 : Roofing
- 614 : Central Heating
- 615 : Heating : Open Fires
- 616 : External Renderings
- 617 : Kitchen Equipment
- 618 : Roof and Pavement Lights
- 619 : Glass Walls, Windows, Screens, and Partitions
- 620 : Weatherings—II
- 621 : Sanitary Equipment
- 622 : The Insulation of Boiler Bases

DETAILS OF MOULDED SHAPES FOR USE WITH STANDARD BURWELL WHITE FACING BRICKS:
All these specials are made in $2\frac{5}{8}"$ & $3"$ thickness. Other special shapes within certain dimensions are made to order.

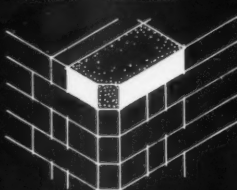
SINGLE BULLNOSE.

Ref. N° 1: $1\frac{1}{8}"$ r. N° 2: $2\frac{1}{4}"$ r.

DOUBLE BULLNOSE.

Ref. N° 11: $1\frac{1}{8}"$ r. N° 12: $2\frac{1}{4}"$ r.

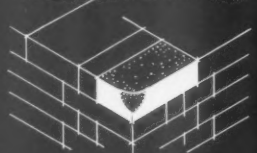
CANT BRICK.

Ref. N° 42: width of splay $2\frac{7}{8}"$.

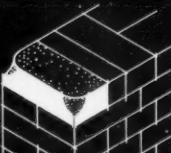
MATERIAL:

Burwell re-pressed and kiln-fired white facing bricks are produced from pure Cambridgeshire gault clay. This material differs from ordinary clay chiefly in the greater amount of calcium compounds present—namely carbonate of lime.

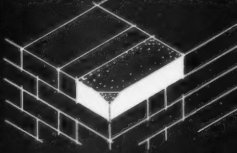
SINGLE BULLNOSE STOP.

Ref. N° 3: $1\frac{1}{8}"$ r. R.H. N° 4: L.H.
Ref. N° 5: $2\frac{1}{4}"$ r. R.H. N° 6: L.H.

DOUBLE BULLNOSE STOP.

Ref. N° 13: $1\frac{1}{8}"$ r. N° 14: $2\frac{1}{4}"$ r.

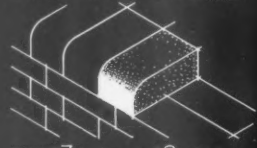
CANT (OR PLINTH) STOP.

Ref. N° 44: R.H. depth splayed $1\frac{3}{4}"$
Ref. N° 45: L.H. do. do.

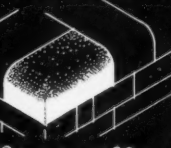
BURNING:

During the burning process the carbonates contained in the gault are liberated, and the tiny holes so formed, when filled with water and dried, react chemically in such a way that the crushing load of the brick is materially increased and the porosity lowered.

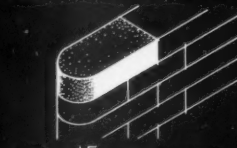
BULLNOSE HEADER.

Ref. N° 7: $1\frac{1}{8}"$ r. N° 8: $2\frac{1}{4}"$ r.

BULLNOSE EXT. RETURN-ON-FLAT.

Ref. N° 28: $2\frac{1}{4}"$ r. R.H. N° 29: L.H.
Ref. N° 32: $1\frac{1}{8}"$ r. R.H. N° 33: L.H.

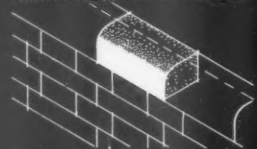
BULLNOSE ON END (COWNOSE).

Ref. N° 15: $2\frac{1}{4}"$ radius.

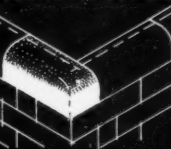
FIRING TEMPERATURE:

At the temperature at which the clay is fired, a chemical reaction takes place in which all the compounds capable of forming coloured oxides are rendered inert, thus producing integral whiteness throughout the brick. The white compound so formed does not re-oxidise under ordinary atmospheric conditions.

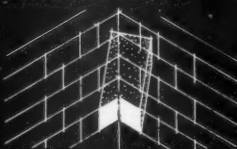
BULLNOSE STRETCHER.

Ref. N° 9: $1\frac{1}{8}"$ r. N° 10: $2\frac{1}{4}"$ r.

BULLNOSE EXT. RETURN-ON-EDGE.

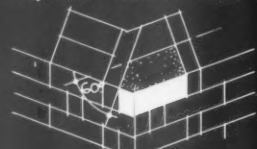
Ref. N° 30: $2\frac{1}{4}"$ r. R.H. N° 31: L.H.
Ref. N° 34: $1\frac{1}{8}"$ r. R.H. N° 35: L.H.

BIRDSMOUTH.

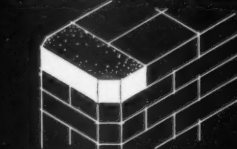
Ref. N° 80: 150° angle, N° 81: 130° .

HYDRATION:

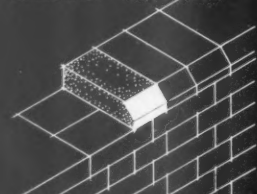
The formation of other calcium compounds from the existing salts also occurs under the influence of the heat, and upon exposure of the finished brick to the weather these compounds gradually hydrate, hardening and decreasing in porosity. This process continues during the weathering period.

SQUINT BRICK 60° .Ref. N° 39: faces $2\frac{1}{4}"$ & $6\frac{7}{8}"$.SQUINT BRICK 45° .Ref. N° 40: faces $4\frac{1}{2}"$ & $6\frac{1}{8}"$.

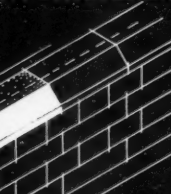
DOUBLE CANT BRICK.

Ref. N° 43: width of splays, $2\frac{7}{8}"$.

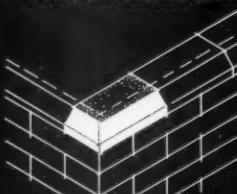
PLINTH HEADER.

Ref. N° 46: depth of upright, $\frac{7}{8}"$.

PLINTH STRETCHER.

Ref. N° 47: depth of upright, $\frac{7}{8}"$.

PLINTH EXTERNAL RETURN.



Ref. N° 52: R.H., N° 53: L.H.

FOUNDATIONS:

A special Mingle Gault brick is manufactured for foundation work. This type is treated for additional compressive strength by increased firing temperature and length of burning and hydrating periods.

Information from Fison, Packard & Prentice, Ltd.

INFORMATION SHEET: GAULT CLAY STANDARD & MOULDED WHITE FACING BRICKS.
SIR JOHN BURNET TAIT AND LORNE ARCHITECTS ONE MONTAGUE PLACE BEDFORD SQUARE LONDON W.C1. *Office: R. P. Payne.*

THE ARCHITECTS' JOURNAL
LIBRARY OF PLANNED INFORMATION

INFORMATION SHEET

• 623 •

BRICKWORK

Product: Burwell White Facing Bricks

Manufacture :

Burwell white facing bricks are made by a stiff-plastic process from white-burning Cambridgeshire gault. The clay is ground and re-pressed by electric machinery and burned in specially constructed and continuously fired kilns. The particular deposits from which the gault is obtained are of marine origin, but entirely free from shell and enable the production of clay bricks of uniformity and high quality, burnt white throughout.

The bricks actually toughen considerably after exposure to the weather, and as they do not vegetate, retain their colour indefinitely.

Use :

The white facings may be used for all purposes where maximum reflection of light without glare is essential, whilst their mellow colour effect may be found acceptable in domestic work in which some departure from the more common coloured facing is desired. As a substitute for ordinary glazed bricks for light reflection, they show a considerable saving in cost.

Standard Size :

Square bricks are made to conform to the R.I.B.A. standard sizes, namely $8\frac{1}{2}$ ins. by $4\frac{1}{2}$ ins. by $2\frac{1}{2}$ ins. thickness, but a brick 3 ins. thick is also manufactured. The specials shown are also supplied in either of these thicknesses. The Mingle gault brick for foundation work is made in similar sizes.

Jointing :

The effects obtained by variations in the thickness and colour of the joints are directly the reverse of those obtainable in ordinary clay brickwork. Hence a fine white joint throws not the joints, but the natural properties of the brick into prominence

and it is usual to use a white cement for this purpose when an entirely white surface is required. Darker or recessed joints may, of course, be used in cases where texture or ornamental effect is necessary.

Prices :

The price of Burwell Whites is based on 67s. 6d. per 1,000 for $2\frac{1}{2}$ -in. and 80s. for the 3-in., ordinary square bricks, f.o. rail or lorry; Mingle gaults for foundations, 57s. 6d. per 1,000 f.o. rail or lorry.

Prices to station or site are sent upon application. Each consignment is packed in straw to minimize risk of damage to the arrises and corners.

It should be noted that the number given each of the special bricks is the reference by which it is known at the works, and should be quoted when ordering. Samples and inclusive prices for any particular job are sent upon application.

Manufacturers : Fison, Packard and Prentice, Ltd.**Head Office :** Ipswich
Telephone : Ipswich 4321**Address (Works) :** Burwell, Cambridgeshire
Telephone : Burwell 29**Representatives :****London :** R. A. Richards, 6-7 Princes Square,
Hyde Park, W.2
Telephone : Bays 1937**North Midlands :** F. E. Doran, The Adamite Co.,
Ltd., 42 Deansgate,
Manchester
Telephone : Blackfriars 1522**Lancashire :** F. E. Hardisty, 5 Princes Avenue,
Didsbury, Manchester
Telephone : Didsbury 4180**Northern :** A. Armstrong, 14 Ellison Place,
Newcastle-on-Tyne
Telephone : Newcastle 21885**East Riding, Yorks :** Henry Williamson & Co., Ltd.,
North Bridge, Hull
Telephone : Hull Central 34657/8**Midlands :** D. R. Base, The Adamite Co., Ltd.,
83 Colmore Row, Birmingham, 3
Telephone : Central 6797**West of England :** H. C. Godman, The Adamite Co.,
Ltd., Holmdale, Reedley Road,
Westbury-on-Trym, Bristol
Telephone : Westbury-on-Trym 67658

TYPICAL ELEVATION OF FRAME SHOWING STANDARD SIZES & ASSEMBLY.

Finished floor line.



Square or channel steel tie bars welded or screwed between jambs at sill.

2" PIONEER or other block, with $\frac{1}{8}$ " to $\frac{3}{8}$ " plaster.

2" PARTITION block, with $\frac{1}{2}$ " to $\frac{3}{4}$ " plaster.

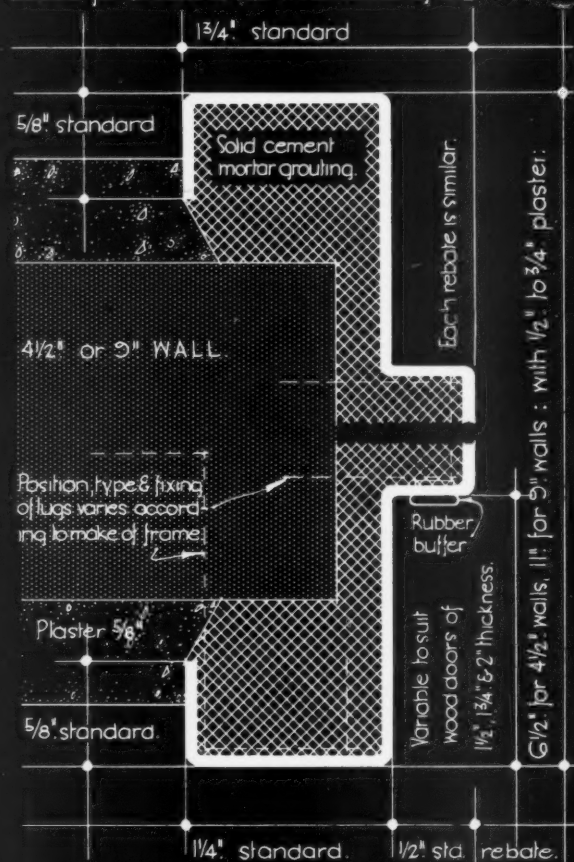
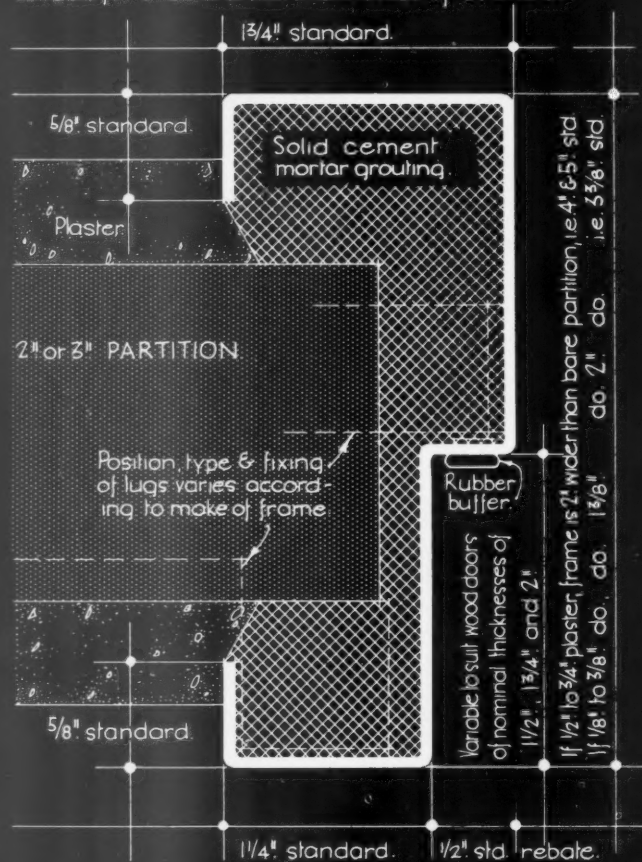
3" PARTITION, with $\frac{1}{2}$ " to $\frac{3}{4}$ " plaster.

4 $\frac{1}{2}$ " WALL, with $\frac{1}{2}$ " to $\frac{3}{4}$ " plaster.

9" WALL, with $\frac{1}{2}$ " to $\frac{3}{4}$ " plaster.

ALTERNATIVE SETTING of frame in 9" wall, or over

FULL SIZE SECTION OF DOUBLE REBATED TYPE FRAME.
Suitable for structural wall thicknesses of 4½" & 3"



INFORMATION SHEET : METAL TRIM - PRESSED SHEET STEEL DOOR FRAMES.
SIR JOHN BURNET TAIT AND LORNE ARCHITECTS ONE MONTAGUE PLACE BEDFORD SQUARE LONDON WCI. *John A. Bayne*

THE ARCHITECTS' JOURNAL LIBRARY OF PLANNED INFORMATION INFORMATION SHEET

• 624 •

METAL TRIM

Subject : Standard Pressed Steel
Door Frames

General :

All sizes of frame are from 16 gauge steel sheet.

Profiles for jambs and heads are made to certain standard dimensions, to suit varying thicknesses of walls and doors. These are the $\frac{3}{8}$ in. flanges which return into the plaster, the $\frac{1}{2}$ in. slamming rebate for door, the architraves which measure $1\frac{1}{4}$ ins. on both sides for the double rebated frame, and $1\frac{1}{4}$ ins. on one side and $1\frac{3}{8}$ ins. on the opposite side for single rebated frames.

The thickness of frame is 2 ins. more than the unplastered partitions, with the exception of the frame for 2 in. partitions with plaster only $\frac{1}{8}$ in. to $\frac{3}{8}$ in. thick. These measure $1\frac{3}{8}$ ins. more than the unplastered partitions.

As all frames are centrally set in relation to the wall thickness, this leaves a standard projection of 1 in. by the frame beyond the unplastered partition face.

Both the single and the double rebated frames are formed in one piece with the corners at jambs and head mitred, welded, and cleaned off smooth.

Wall thicknesses :

Single rebated frames are designed for use in partitions 2 ins. and 3 ins. thick, and double rebated types for use in $4\frac{1}{2}$ in. and 9 in. walls. But in walls 9 ins. or more thick a 2 in. standard single rebated frame may be set near the face with the plaster, the reveal finishing flush with the back $\frac{5}{8}$ in. flange of the frame.

Standard sizes :

Three sizes of frame are standardized, each size being designated by the nominal size of the door to be accommodated. Thus the 6 ft. 6 ins. by 2 ft. frame is made for a 6 ft. 6 ins. by 2 ft. door, the 6 ft. 6 ins. by 2 ft. 6 ins. frame for the 6 ft. 6 ins. by 2 ft. 6 ins. door, and the 6 ft. 8 ins. by 2 ft. 8 ins. frame for the 6 ft. 8 ins. by 2 ft. 8 ins. door.

The height sizes are from finished floor level into the rebate at the head, and the width sizes are tight between the rebate on the jambs. Door clearances are made by the person concerned with the door hanging.

Rebates :

All rebates in double or single rebated frames are :—

1 in. for nominal $1\frac{1}{2}$ in. door.	
$1\frac{1}{2}$ in. " " $1\frac{3}{4}$ in. "	
$2\frac{1}{8}$ in. " " 2 in. "	

with a standard $\frac{1}{2}$ in. slamming check rebate as before mentioned.

Double rebated frames are made with both rebates of similar size.

Lugs :

Three pressed steel lugs for building into the walls are provided as standard to each jamb.

Lugs are approximately 6 ins. long, but their exact position, type and fixing varies according to the make of the frame.

Tie bars :

The jambs of all frames are connected at the cill by steel tie bars of various designs, according to individual makers' specification.

The bars are welded or screwed to the jambs, and their bases together with the jambs project 1 in. below the finished floor level, i.e. below the given height of the frame.

Furniture :

Frames are fitted with two 4 in. loose pin rustproofed hinges welded into the rebate of one jamb, and a blank brass strike plate for lock on the other. These are slotted by lock suppliers to suit locks unless otherwise arranged.

Striking plates are fixed at 3 ft. centres from the floor line unless otherwise specified.

A mild steel mortar guard is fitted to the back of each frame behind the strike plate, to ensure space for the latch and lock bolt.

Erecting :

All metal frames are strutted and set plumb in position before the walls or partitions are begun. They are built in as the work proceeds.

The space between the blocks and the back of the frames should be grouted up solid with cement mortar at each course as the work goes on. Care should be taken, however, to see that the frame is in no way pinched or distorted. The steel fixing lugs are bedded into the horizontal joints at appropriate levels. Plaster is applied to the walls in the normal way, and should be well tamped into the cavity between the door frame flanges and the wall.

Ordering :

When ordering pressed steel door frames, the following particulars should be supplied :

- (1) Height and width of frame.
- (2) Thickness of door.
- (3) Material, thickness and finish of partition or wall.
- (4) Height to lock strike if other than 3 ft.
- (5) Full particulars of make and type of lock.
- (6) Handing of door, i.e. side on which hinges are fixed when opening door towards you.

Manufacturers :

Standard metal frames as shown on this Sheet are obtainable from the following manufacturers :—

Frederick Braby & Co., Ltd.

Address : 352 Euston Road, London, N.W.1

Telephone : Euston 3456

Crittall Manufacturing Co., Ltd.

Address : 210 High Holborn, W.C.1

Telephone : Holborn 6612

Henry Hope and Sons, Ltd.

Address : Smethwick, Birmingham

Telephone : Smethwick 0891

H. H. Martyn & Co., Ltd.

Address : Sunningend Works, Cheltenham

Telephone : Cheltenham 3061

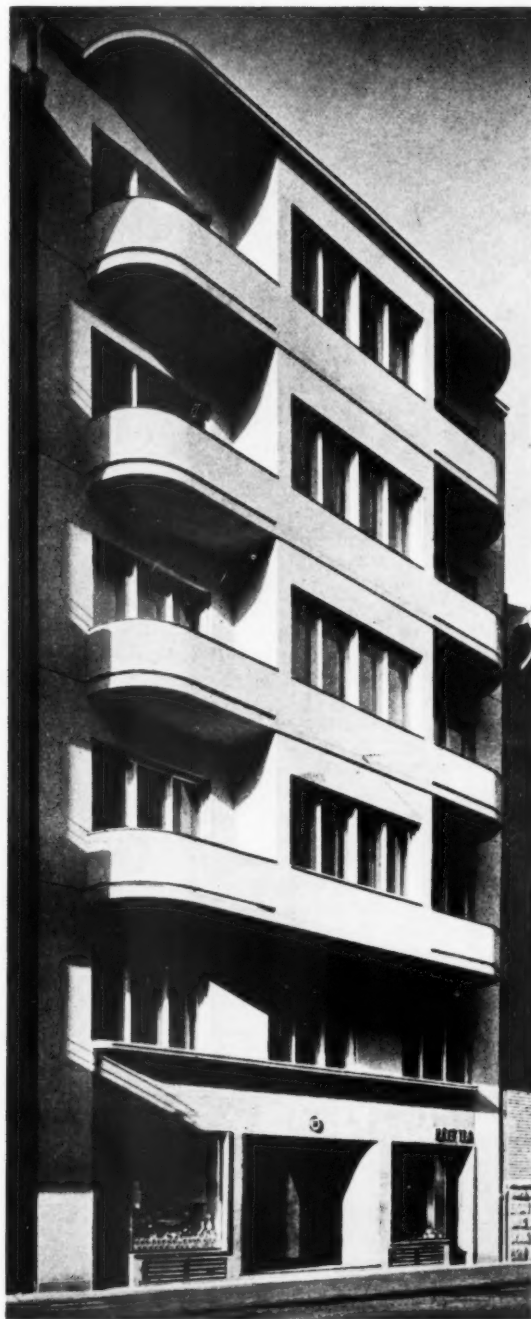
Joseph Sankey & Sons, Ltd.

Address : Hadley Castle Works, Wellington, Shropshire

Telephone : Wellington, Shropshire, 500

BLOCK OF FLATS IN BUDAPEST

DESIGNED BY
ANDREW FARKAS
AND
GEORGE FARKAS

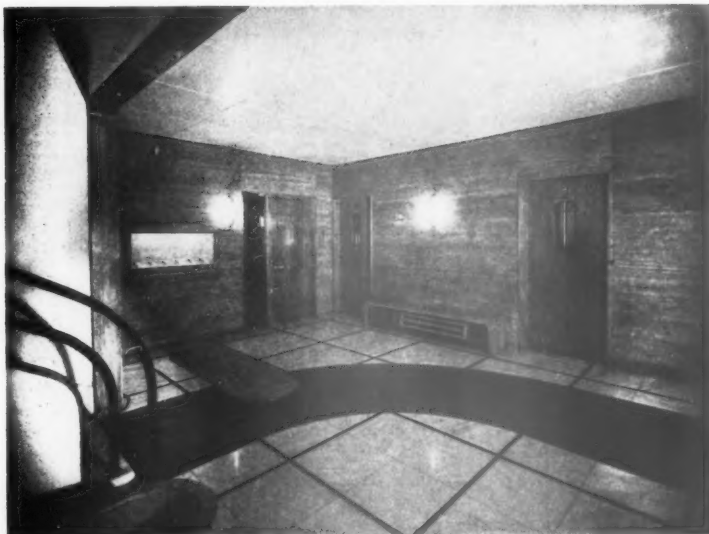


PROBLEM—Flats of four types : one-room, one-room and kitchen, two-room and three-room (both with kitchen). The ground floor is planned for shops.

Above is the main entrance ; left, a general view and a detail of the entrance hall.

BLOCK OF FLATS IN BUDAPEST

DESIGNED BY
ANDREW FARKAS
AND
GEORGE FARKAS

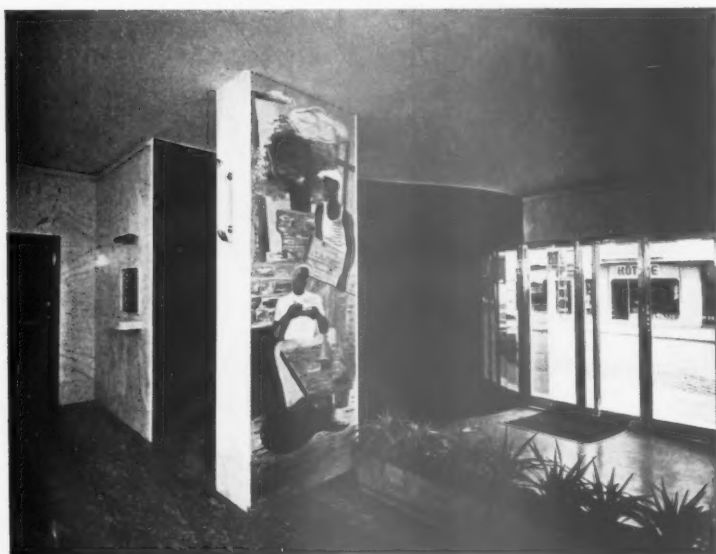


PLAN—The site is on the junction of two streets. All living rooms and principal bedrooms face south or west.

CONSTRUCTION—R.C. frame and brick infilling, rendered. Internal walls of brick and floors of R.C. Elevations are finished white with black and white steel casement windows.

INTERNAL FINISHES—Halls: walls of travertine, carrara marble and black glass. Floors in black and white marble and red and black linoleum. Corridors: walls and ceilings painted, floors of rubber. Bathrooms and kitchens: tiled, with painted ceilings.

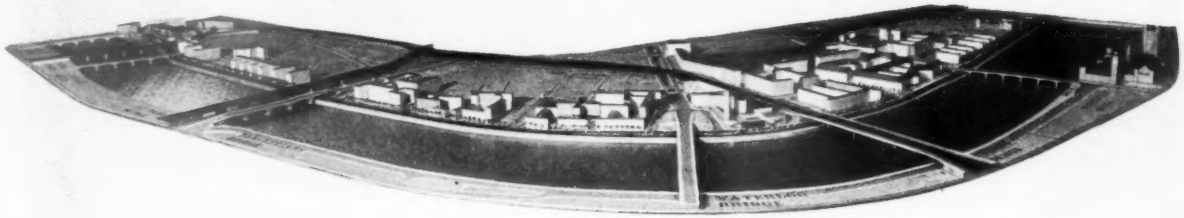
The photographs show: above, the hall; below, the vestibule.



TYPICAL FLOOR PLANS

PROPOSED SCHEME FOR THE SOUTH BANK

BY H. SPENCE-SALES AND JOHN BLAND



Model of the first stage of the scheme. Below, another view of the model.

THIS project has been launched by the London evening newspaper, the *Star*, as an experiment by a group of daily papers to foster public enthusiasm for civic improvements, and to endeavour to effect improvements through the action of interests that would directly benefit.

It is generally appreciated that local authorities, weighed down as they are by heavy financial responsibilities, are unable to become at present the instigators of purely civic improvements. In the metropolitan area of London it is admissible to say that no proposals for civic improvements as such have been adopted by the authorities. The town plans now in preparation are restrictive rather than development schemes, because the authorities cannot burden themselves with immediate and overwhelming liabilities. Within the framework of the Town and Country Planning Acts there exists a means by which any comprehensive scheme for improvement proposed by co-ordinated interests

may be introduced into the statutory plan during its administration.

It was upon this basis that a research into the retarded development of the south bank between Lambeth Bridge and London Bridge was sponsored. To broaden the scope of the research, the area examined was extended to the Elephant and Castle.

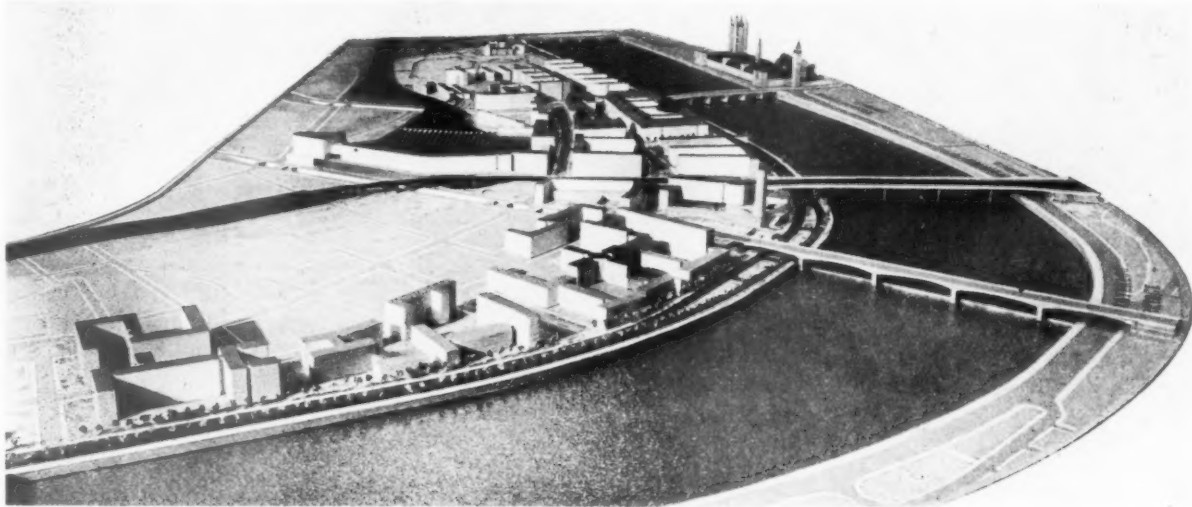
By 1755 the ribbon development of timber yards and warehouses along the river bank between Lambeth Palace and Southwark, was complete; the hinterland was a marsh. By 1800 the present character of the greater part of the area was established. A new residential development for workers on the north bank had begun upon the draining of the Lambeth marshes. By 1860 almost the entire area was built over. Changes in the character of the early river bank developments had already come about, and commercial and industrial undertakings began to intrude upon the residential area.

True to type the rapid exploitation of

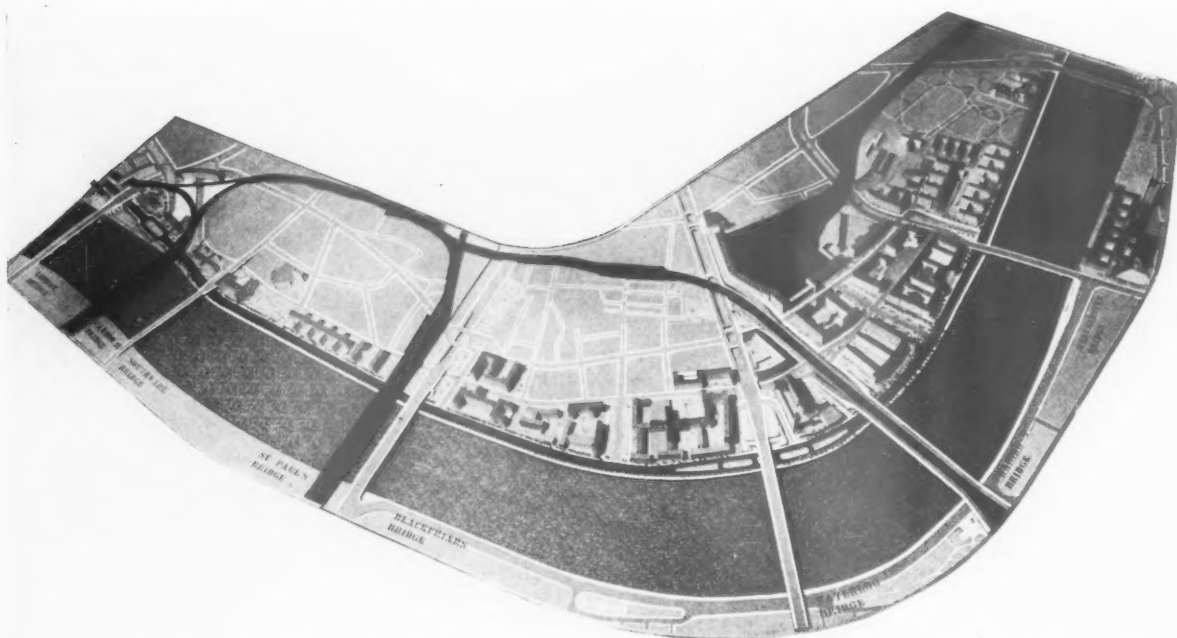
land for housing developments bore no relationship to the existing historic nuclei of Southwark and the Elephant and Castle. The new development expanded rapidly but was completely isolated by an equally rapid commercial growth upon its periphery. The result has been that the residential development has at no time shown any clearly defined communal character and has periodically been invaded by the lowest strata of the community. The residential area has no basic permanency.

That any geographic potentiality of the area was not realised in the growth of a greater London at the beginning of the nineteenth century is regrettable today. The development of the area is typical of the rapid and chaotic expansion of the metropolis after the Napoleonic Wars.

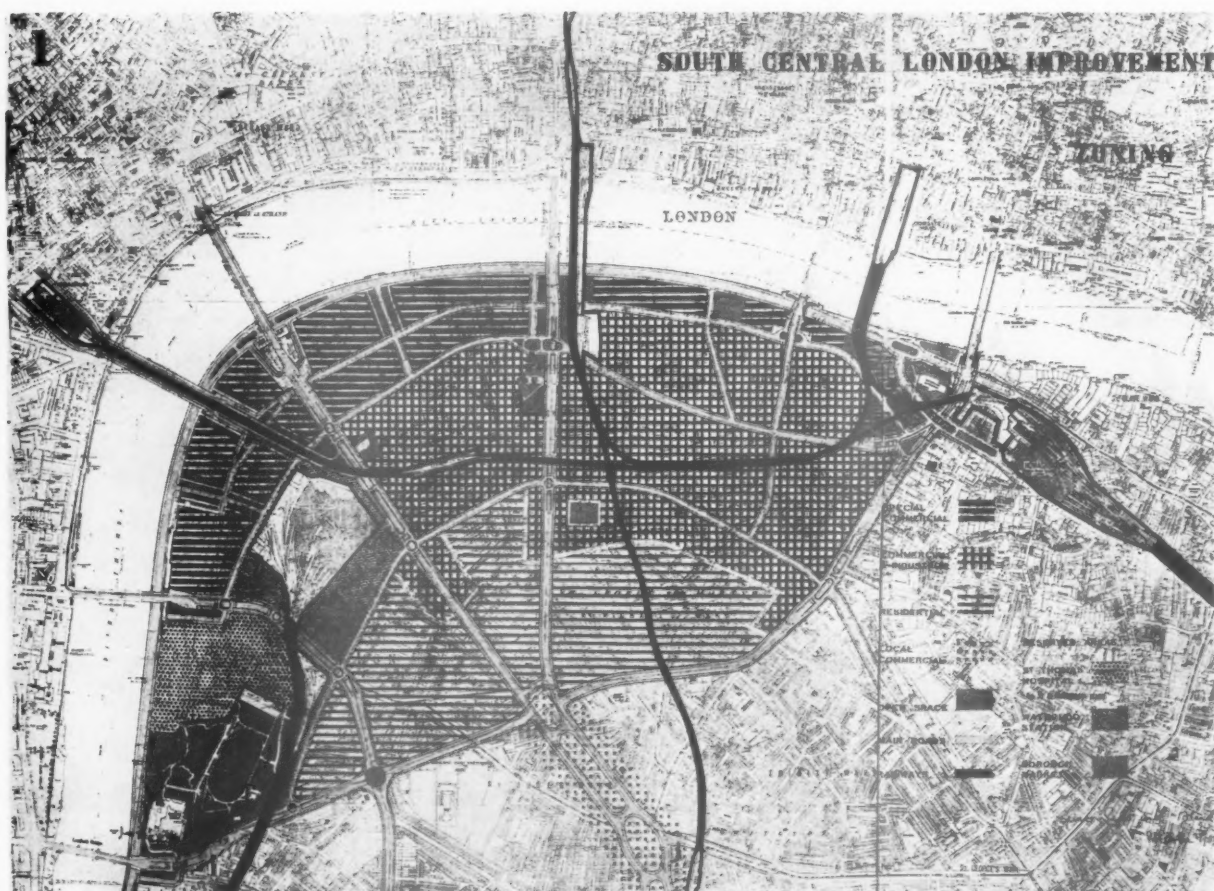
In examining minutely the growth and movement within the area from its earliest beginnings clearly defined tendencies can be traced. With the development of the Surrey Commercial



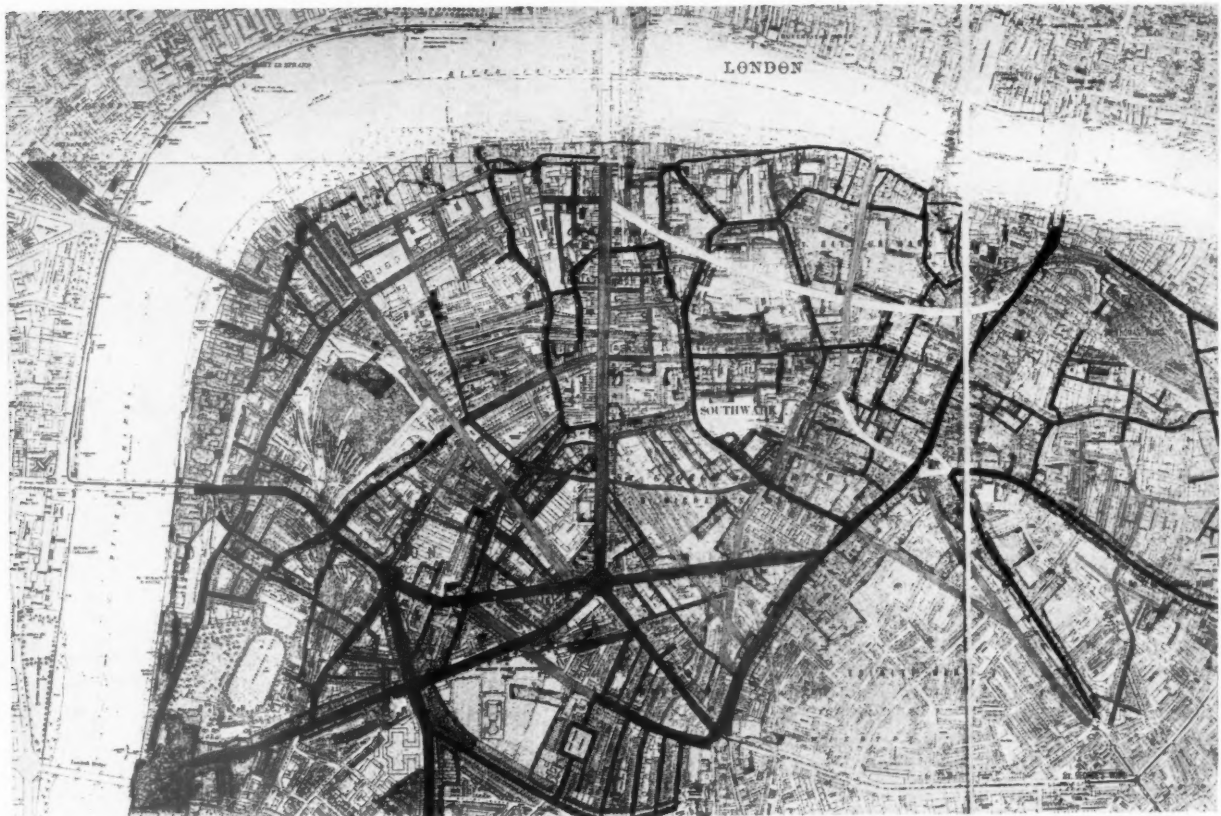
PROPOSED SCHEME FOR THE SOUTH BANK



Model of the first stage of the scheme showing the treatment for the segregation of traffic on the through routes. Below, the zoning proposal.



BY H. SPENCE-SALES AND JOHN BLAND



Growth of streets. Growth is shown by varying tones: black prior to 1755, dark tone 1755-1799, medium tone 1799-1848, light 1848-1869.

Docks the timber yards along the river bank disappeared, and the expansion of warehousing upstream from London Bridge began. Distributive undertakings began to realize the geographic importance of this area. This tendency is continuing with greater rapidity. The last 20 years of development shows clearly that a specific demand is being made upon the area by distributive, commercial and industrial undertakings, and that if the available land units were re-parcelled on an understanding of their varying needs, a permanent improvement in the area would result.

It seems clear that only a greater fixity in residential areas through the building of multiple dwellings will retard the encroachment of commercial and industrial undertakings.

The attitude of the local authorities to the question of rehousing in the area is that the locality is not strictly suitable, as rehousing can be carried out elsewhere within their boroughs where amenity and social satisfactions are better provided.

With regard to the vacant sites in the area, it is quite clear that statutory

sterilization pending redevelopment is directly responsible for the greater number of vacancies. There appears to be no abnormal excess of undeveloped properties.

The examination of roads and traffic flows, both in their parochial and wider aspects, point to the necessity of reorganizing the street pattern rather than of developing a scheme of new streets.

Through roads are on the whole good, and the number of congestion points within the area are few, though their effect is considerable upon the metropolitan traffic flow. It is quite clear that the haphazard street developments have created a number of false traffic foci which are directly responsible for the degree of congestion at those points. A simplification of the street pattern based upon an understanding of this strict nature of the traffic flow would almost entirely eliminate difficulties. The segregation of purely through traffic from local distributive traffic is essential, not only here but everywhere else in the metropolis.

An outstanding peculiarity of the traffic flow is the stream to and from

Waterloo Station which, because of its purely West-end significance, requires distinct treatment.

With regard to the controversial question of the alignment of the Euston Road-Elephant and Castle through traffic route, it is clear, upon a subjective analysis of the matter, that provided the West-end-Waterloo traffic is considered apart, that the true alignment is Waterloo Road-Bow Street-Gower Street. That such an alignment is possible only if the difficulties at the Strand are overcome is readily admitted. The problem at the Strand is not insuperable; the remedy lies in the provision of a dual Strand with a minor alteration at Aldwych.

A close study of various road proposals adopted or to be adopted by responsible authorities shows that far from appreciating the pernicious effect of innumerable false traffic foci, their number may in fact be increased.

The railway problem is traditionally considered the most important factor in retarding the betterment of the area. The viaduct railway lines do not in fact injuriously affect the area nor do they hamper any reorganization of

PROPOSED SCHEME FOR THE SOUTH BANK



Use of property. The black shows public and other uses; the medium tone, commercial and industrial use; the remainder, residential.

street pattern. The question of the relocation of Charing Cross Station on the south side of the river cannot be decided upon on aesthetic grounds—that the railway terminates on the north bank and does not carry still further appears to be the real difficulty. It is to be hoped that a considerable north-westward extension below ground level may at some time be realized if the fullest use is to be made of the railway service.

In reviewing the results of the research, the promoters considered that to plan solely upon latent tendencies in an area having civic as well as geographic potentialities was not sufficiently wide a consideration of the problem. It was decided that any proposal must primarily pay a civic compliment to the north bank and compromise with the latent tendencies.

To give a specific impulse to the civic development of the south bank a South Embankment was suggested as a complement to the Victoria Embankment.

To induce civic development on a scale comparable with the north bank, it was suggested that the present

commercial character of development fronting the river be denied.

For practical politics it was considered advisable to compromise upon the permissible ultimate extension of commercial and industrial developments into the residential area.

It was upon these guiding principles that the final proposals now advocated by the *Star* were prepared.

THE PROPOSAL

The problematical questions of the reorganization of the railways, of Charing Cross Road Bridge, and of the Elephant and Castle-Euston Road through traffic, have been referred to above, and the view-points there stated were adopted.

The planning of streets aims at a simplification of the existing street pattern based upon an uncompromising adherence to the strict nature of the major traffic flows to and in the area, and at the establishment of a pattern of local distributive and minor streets necessary to create the required land units in various zones. This simplifica-

tion and reparation of land units is achieved mainly through the elimination of superfluous streets.

Upon the pattern of streets so evolved is laid the alignment of the new South Embankment.

The basis of the scheme is the simplification of the flows from the southern radial roads, and the Elephant and Castle traffic objective, to the bridge-heads.

Owing to the curve of the river, both the radial roads fanning out to the south and the bridge approach roads converge without any strict relationship.

To establish a system whereby any one bridge approach road is connected with any one southern radial road, the much discussed "bow line" of Lambeth Bridge to London Bridge intersecting all southern radial roads and bridge approach roads, is widened and simplified and considered the basic cross-distribution element.

The Elephant and Castle and St. George's Circus are dealt with as a single consideration specifically related to the bow line.

BY H. SPENCE-SALES AND JOHN BLAND



Age of buildings. The age of buildings is shown by varying tones: the black, prior to 1892; the light tone, 1892-1912; the medium tone, after 1912.

By the elimination of certain secondary roads in the vicinity and the provision of a dual road system between St. George's Circus and the Elephant and Castle, a single traffic system is evolved which not only resolves the congestion at the Elephant and Castle without considerable expense, but satisfies the need for a better redistribution point than the Elephant and Castle now is.

The bridge approach roads are necessarily the through routes of the area. It is essential to separate the through traffic from the local and distributive flow. This separation can only be effected by a sinking of the central portion of the through routes when interference from cross movement is likely to occur.

On either side of the sunk way local traffic is carried at ground level and a system of simple gyration established for surface flow.

By a careful analysis of main distributive roads running at right angles to the bridge approach roads, secondary intersections have been reduced to a minimum. The pattern of minor roads

reparcelling the land into adequate economic land units is so designed as to provide access and egress from main distributive roads only by approaching or leaving with the traffic flow.

CHARING CROSS BRIDGE

The crucial bridge problem is Charing Cross rail and road bridge. It is maintained that its need is to satisfy purely west-end traffic.

It is proposed to construct a road and rail bridge at the same level; single direction roadways on either side of the railway (five railway lines in the centre) and two 30 ft. carriageways with 20 ft. footways. On the north side junctions with the Strand are made at Villiers Street and Craven Street. On the south side ramps are provided giving access to Belvedere Road as well as a further approach to Waterloo Road by means of roadways on either side of the railway viaduct coming to ground at Waterloo Road and entering the gyratory system of local distributive traffic.

As the forecourt of Waterloo Station

is at the same level as this viaduct, connection would be made in order to take advantage of a direct route to the Strand.

THE EMBANKMENT ROAD

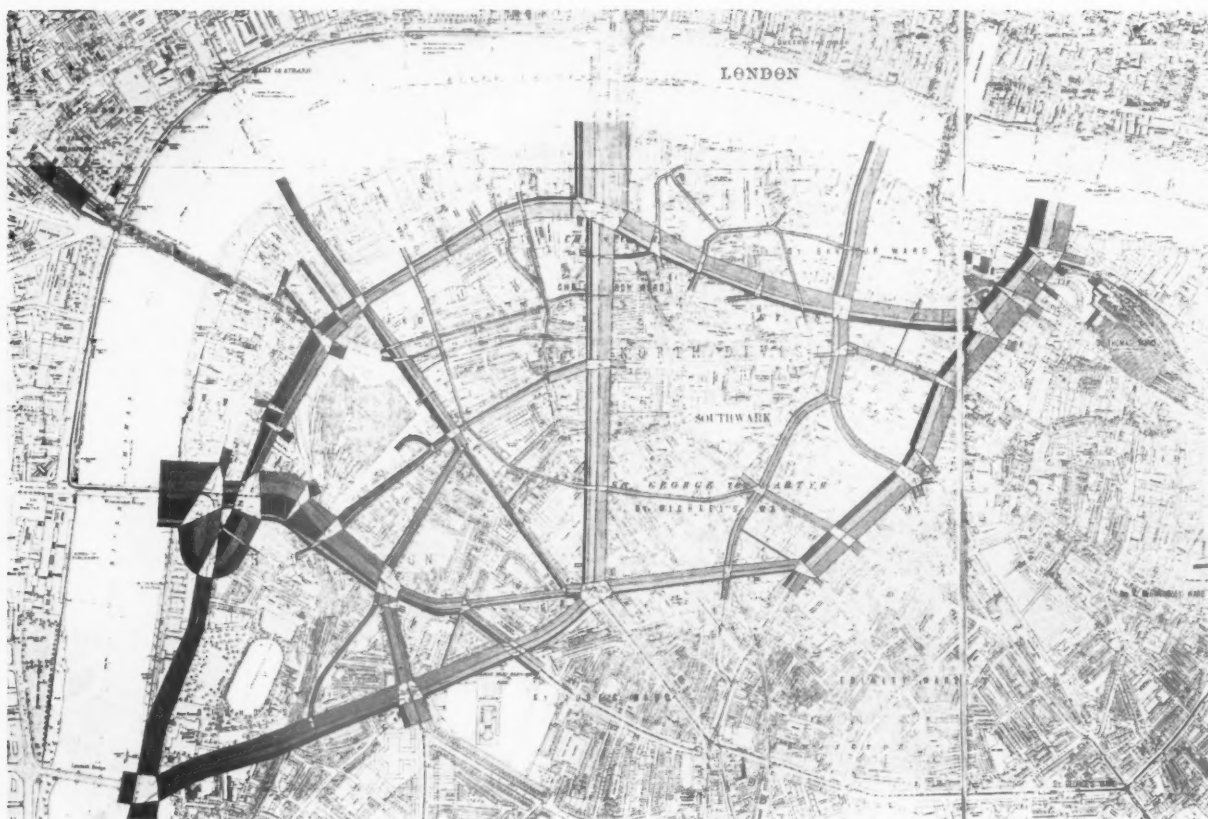
The Albert Embankment is continued from Lambeth Bridge to Tooley Street as a through route. In the main the embankment would encroach upon the river to a line established by the Port of London Authority.

The embankment would have a width of 110 ft. overall, 70 ft. carriageway and two 20 ft. pavements.

In front of the County Hall and St. Thomas's Hospital the road would extend into the river to a maximum distance of 90 ft., passing under the southernmost arch of Westminster Bridge. The road would pass under the existing bridge roads with a clearance of 18 ft. In certain cases the road would drop below high-water level, but the pavement would carry on horizontally to maintain the line of the embankment wall.

Connections from the embankment

PROPOSED SCHEME FOR THE SOUTH BANK:



Traffic flow—the average hourly flow is shown in proportion on the principal streets. Taxi traffic is shown by the darkest tone centred about Waterloo station.

BY H. SPENCER-SALES AND JOHN BLAND

road to the bridge approach roads and to the adjacent street pattern would be provided. As the bridges are links in the principal metropolitan routes, fluid connections between the bridge-heads and the embankment road are of paramount importance if the embankment road is to function as a new east-west artery.

Similar solutions for bridge-head connections have not been possible in all instances, as conditions of level, etc., vary in each case. At Waterloo Bridge, which is considered the most important north-south connection, an elaborate system is provided which would allow an uninterrupted flow from the bridge to the embankment road. At other bridges the proposals are for the variation of a system involving the sinking of through traffic after crossing the bridge, the local traffic proceeding on either side to a roundabout enabling local traffic to flow on or off the bridge approach road to the embankment connection road without requiring through traffic to stop or gyrate.

ZONING

The main zoning is for a ribbon of

first-class civic and commercial development along the river bank from the County Hall to Southwark Cathedral, an area of commercial and industrial development to the south of that ribbon limiting the residential area.

Great value is attached to the riverside zone to give civic expression to the south bank from County Hall to Southwark Cathedral.

Three special zones are visualized: a hospital zone about St. Thomas's to allow for the expansion and the relocation of Charing Cross Hospital; an area about Waterloo Station for railway expansion; and an area in the vicinity of Borough Market reserved for extension of the market.

In the campaign decided upon by the promoters of the scheme it is considered that the problem of the redevelopment of the whole area should be approached in three distinct stages: the Embankment scheme and the redevelopment of south bank property; the improvement of the hinterland road system, and thirdly the redevelopment of hinterland property.

The first stage has been launched in

the *Star* upon responsible sympathies being tested.

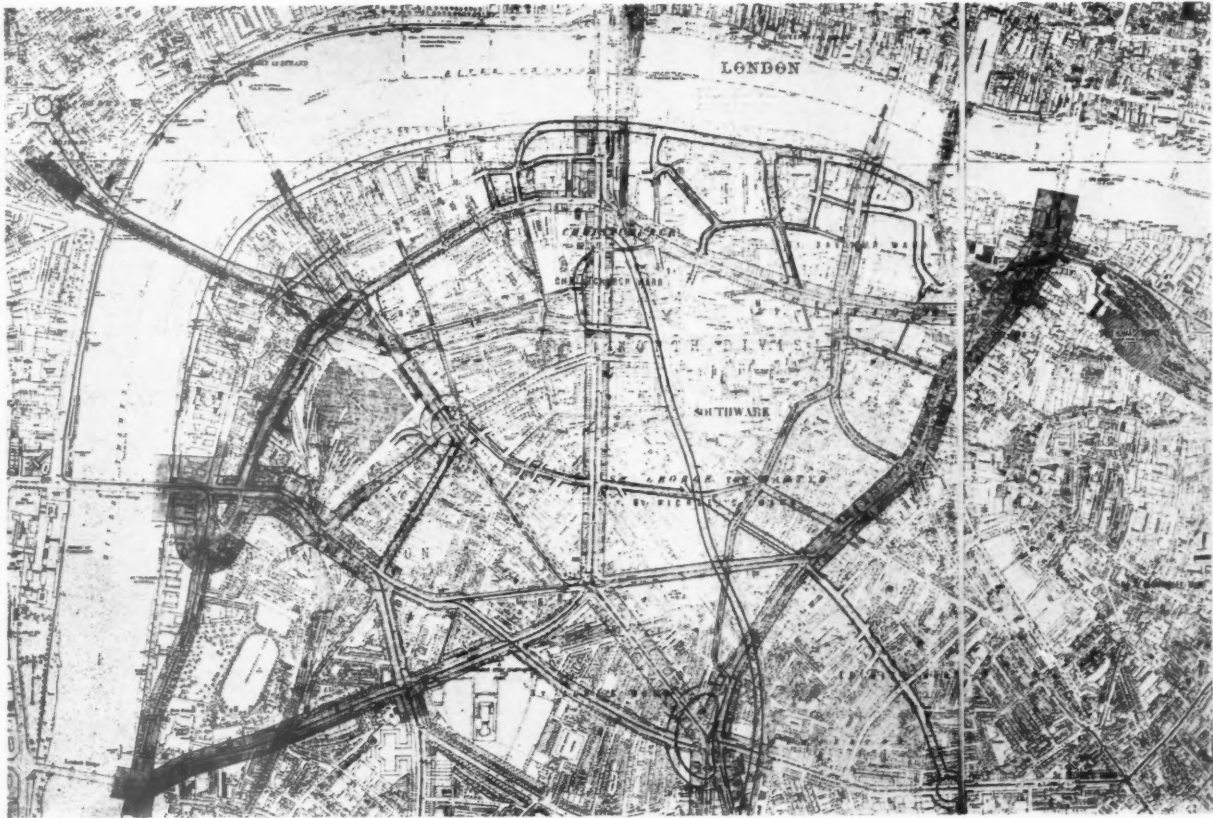
An estimate of capital cost of the first stage has been prepared based upon the assumption that it would be a public charge.

	£
Cost of construction of Embankment and bridge connections	2,600,000
Belvedere Road extension ..	1,000,000
Acquisition of property not already in public ownership ..	5,600,000
	9,200,000
Value of property resold upon site appreciation, less deferred interest for 5 years ..	2,500,000
	6,700,000

The estimated public expenditure would be in the vicinity of £7,000,000.

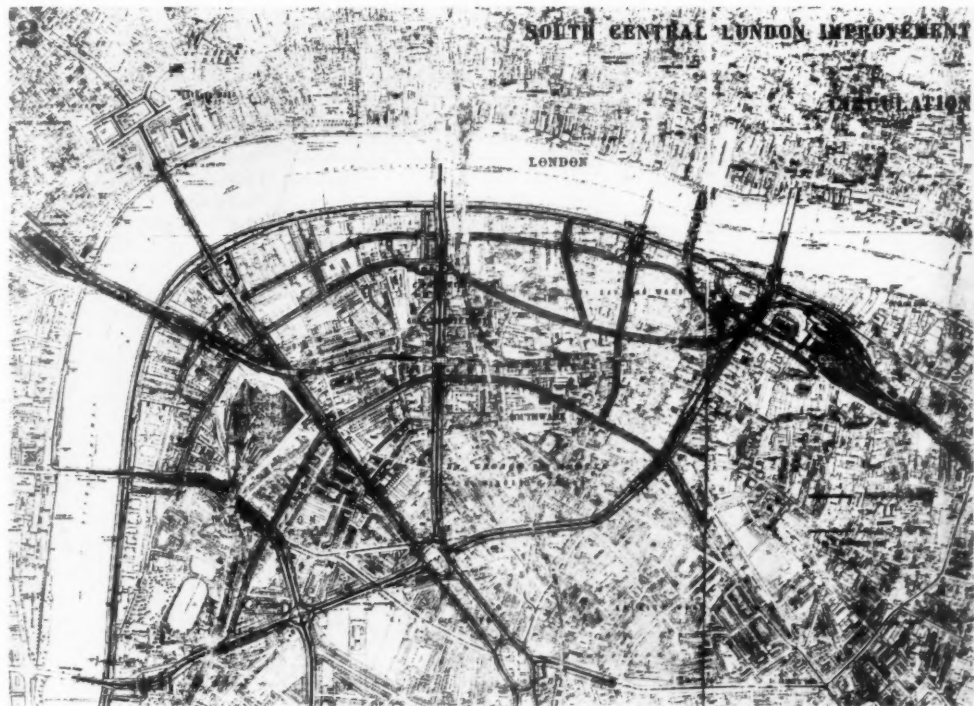
The second stage is visualized as a development based on a *quid pro quo* arrangement between the highway authority and co-ordinated interests; and the third, on a complete co-ordination of property interests with a view to raising land values.

PROPOSED SCHEME FOR THE SOUTH BANK

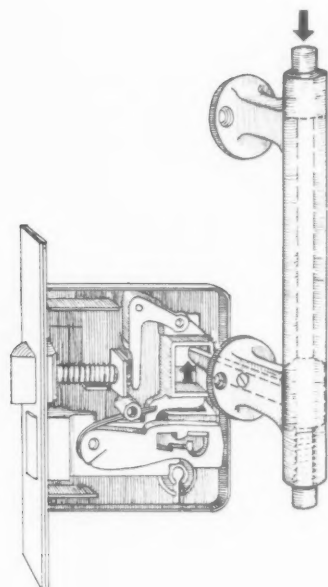


B Y H. SPENCE-SALES AND JOHN BLAND

Various street proposals by local authorities. The plan shows the suggested embankment schemes and through route proposals.



The road proposal. The plan shows the bridge through routes and the treatment at the Elephant and Castle. Dark line indicates through traffic routes.



TRADE NOTES

[BY PHILIP SCHOLBERG]

Thumb Pressure Releases the Catch

THE sketch at the head of these notes shows a new lock set which has just been marketed by Nettlefolds. The main point of the idea is that you have what looks more or less like the ordinary bar type of pull handle on the door, the catch of the lock being released by thumb pressure on the plunger at the top of the handle. Whether this scheme is really new or not, I do not know, though I remember seeing a wardrobe latch at one of Waring's exhibitions about ten years ago which had a horizontal press button at the top doing much the same thing. But new or not, nobody else is making this type so far as I know. Construction is quite simple, for the plunger goes straight down to the bottom of the handle and operates a horizontal lever pivoted in the lower leg of the handle, a downward movement of the button producing an upward movement of the lock end of the lever, thus drawing the latch in the door. Nettlefolds tell me that they have had a certain amount of criticism from people who maintain that the action of the handle is not obvious enough to strangers, and who fear that the elderly may get shut in strange rooms and be found mouldering years afterwards. While I do not suppose that the L.C.C. would think these fittings up to panic bolt standards, one's thumb goes fairly naturally to the plunger, and anyone who was defeated by it would deserve to starve.

The only disadvantage seems to be that the ordinary lock will not do, for it must work with a linear and not the usual rotary movement. On new jobs this does not make the slightest difference, and, as the cost of the lock is small compared with the cost of the handles, there is precious little in it on alteration jobs. Fixing is straightforward, and it is worth noting that the

upper leg of the handle is well clear of the lock case, so that good long fixing screws can be used and the handle will not pull off. Two models are made, one with a hexagonal and one with a circular grip, the latter being slightly cheaper, and, I think, looking rather better. Three finishes are available, B.M.A., chromium plate and stainless. Prices vary from 16s. 9d. to 25s. 9d. a set, complete with 2-lever lock and fixing screws.—(Nettlefold and Sons, Ltd., 163 Euston Road, London, N.W.1.)

A Good Handbook

One of the best handbooks recently published is by Ellison's, the switchgear people, who have filled nearly 170 pages with useful information about the specification, installation and maintenance of all kinds of switchgear, with additional chapters on rectifying faults and the installation of high-voltage switchgear. It should perhaps be explained that the word switchgear is here used not to mean the small switches for light and heat generally employed in private and public buildings, but the more elaborate circuit breakers and motor starters found on industrial jobs, or in the intake rooms of large buildings. Now, there are plenty of architects whose electrical specifications never go much beyond the straightforward and simple layout of the private house, but there are also plenty of jobs where the electrical supply has to be seriously considered, and this is where Ellison's come in, for they make, roughly speaking, all the switches that you can't get from the electrical supplier round the corner. Their products, in fact, are mainly the concern of engineers, but that is no reason why architects should not know something about them, in the same sense that they ought to know about welding or internal telephone systems or different kinds of structural steel.

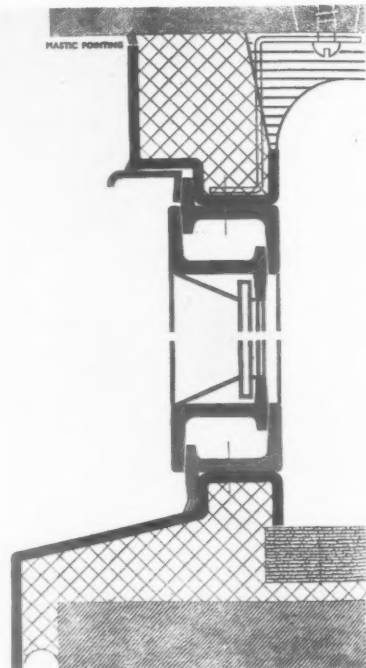
It would be idle to pretend that all architects ought to know this book by heart,

but anyone with a fairly large job on hand will find it very useful. It is worth reading straight through at least once just to get an idea of how these heavy switches are made and what they have to do in service, and when it comes to planning there is a lot of general data and much essential information about the space taken up by transformers and switchgear. This should help to do away with the engineers' almost universal complaint that the architect didn't leave enough room—a remark which is rapidly becoming as inevitable as the old one about the forgotten staircase. This section should also be useful to the people who still don't know the difference between three-phase and two-phase supply, or why engineers sometimes produce four wires and sometimes three. Much of this size data, by the way, has been reproduced from a series of information sheets describing this firm's products which appeared in the JOURNAL some months ago.

Ellisons are prepared to send copies of the handbook to any architect genuinely interested, but they ask people to refrain from applying out of mere curiosity. Since the handbook must have cost quite a lot to produce this seems a not unreasonable request, so I suggest that readers might in fairness leave it alone unless they have really got a job large enough to need switchgear of the type described.—(George Ellison, Ltd., Perry Bar, Birmingham, 20.)

Full Size Window Details

Another good handbook comes from Crittall's, who have made an effort to provide technical information rather than illustrations of their finished products. The handbook starts, logically enough, with a series of dimensioned full sizes of the three weights of section generally used, with a useful table of the maximum window



Section showing window bedded in a metal sub-frame. Reproduced from Crittall's new catalogue reviewed on this page.

size recommended for different section weights. Thereafter, the handbook is divided up under classified headings covering general specification notes, composite windows, fixing details, special purpose windows, casement doors and fittings, all with undimensioned full sizes. All the drawings are accompanied by brief notes, and the whole thing is very well produced so that it is easy to see what is happening. The section on the previous page shows a window bedded in a metal sub-frame, this pattern being designed for use with an internal finish in tiles. There are also details of sliding folding windows, and double-glazed units for sound exclusion. A useful book.—(*The Crittall Manufacturing Co., Ltd., 210 High Holborn, London, W.C.1.*)

Plymax Data

Towards the end of 1936 there was issued a very useful booklet called *Facts About Plymax* which sets out all the essential information in a sensible way without any unnecessary fuss. Now, there is a new edition which has not undergone very much alteration, but which some people may care to have if only to reassure themselves that Venesta are still standardising the same sizes and haven't done anything else out of the ordinary while nobody has been looking.—(*Venesta, Ltd., Vintry House, Queen Street Place, London, E.C.4.*)

Driving Reinforced Concrete Piles

The Department of Scientific and Industrial Research has just issued a report* on the stresses in reinforced concrete piles during driving. In the London area there are many sites where the ground consists of alluvial or made up soil with a very low bearing power for anything from 10 to 30 ft. below the surface. Below this may be found a stratum of hard compact gravel which may be anything from 2 to 20 ft. thick, variations as great as this quite often occurring over any site. Below this again a stratum of comparatively soft earth before the hard compact clay is reached. Owing to the uncertain thickness of the gravel layer, it is often thought advisable to go through the gravel and found on the hard clay, but very hard driving conditions are experienced on the way through the gravel, and it has sometimes been found difficult to construct pre-cast piles strong enough to withstand these severe conditions.

The report puts forward various conclusions about the distribution of stresses while the piles are being driven, and makes suggestions for thicknesses and materials for the packing under the helmet and other details which are really more the business of the engineers and the contractors than the architect. It is interesting to note, however, that it doesn't seem to matter very much whether you use ordinary Portland, rapid hardening, or high alumina cement, apart, of course, from the difference in the hardening period. Nor does any special aggregate possess any marked superiority. From the design point of view, it is important to note that the impact strength of concrete varies between 50 and 80 per cent. of the cube compressive strength, and that the factor of safety is small during driving.

* An Investigation of the Stresses in Reinforced Concrete Piles during Driving. B.R.S. Technical Paper, No. 20. H.M. Stationery Office. 3s.)

Great importance is attached to the avoidance of serious transverse cracks during handling. This is not because these cracks are liable to reduce the strength of the pile by corrosion, for it is known that these cracks are generally sealed by further hydration of the cement during the later stages of hardening. The danger lies in the fact that under severe driving conditions a wide transverse crack may be the starting point from which the ultimate failure of the pile begins.

IN PARLIAMENT

Housing

COLONEL NATHAN asked the Minister of Health which local authorities in England and Wales had passed resolutions declaring areas to be proposed re-development areas under the provisions of Section 34 of the Housing Act, 1936; and whether he could state the stages reached in these various cases.

Sir K. Wood said that resolutions declaring areas to be proposed re-development areas had been passed by the London County Council, the Metropolitan Borough Councils of Fulham and Paddington, the Borough Councils of Bangor, Birmingham, Croydon (two areas), Harrogate, Heston and Isleworth, Liverpool (seven areas), Lowestoft and Norwich and the Urban District Councils of Brierley Hill and Castleford. He had approved the plans of four of these areas and withheld approval of one. Six had been the subject of inquiries, the reports upon which were under consideration or awaited, two had been withdrawn, while procedure with the others had not yet reached the stage at which inquiry could be directed.

Town and Country Planning

Mr. Mander asked the Minister of Health if he would consider the advisability of introducing legislation to amend Section 12 of the Town Planning Act, so as to provide that all plans received by planning authorities should be referred either to properly qualified advisory panels or to officers or consultants with full architectural qualifications for advice on their design and external appearance.

Mr. Bernays said he did not think that the object desired by the hon. member could be best secured in the way he suggested. Extended use was being made by local authorities of the kind of advice which the hon. member had in mind, and he (Mr. Bernays) thought the desired object was most likely to be obtained by the administrative encouragement which the member would continue to give to this course.

Parliament Building at Rhuddlan

Mr. Hannah asked the First Commissioner of Works whether, in view of the public offer for sale of the 13th century remains of the parliament building at Rhuddlan, he would take steps to schedule this building as an ancient monument.

Sir P. Sassoon said he understood that this building was an inhabited dwelling house. As such it was expressly excluded from the provisions of the Ancient Monuments Acts, and could not be considered for scheduling as an ancient monument.

Church of the Holy Sepulchre

Mr. Hannah asked the Secretary of State for the Colonies if he could make any statement about the necessary repairs to the church of the Holy Sepulchre at Jerusalem.

Mr. Ormesby Gore said that technical investigations were proceeding as expeditiously as possible to determine what immediate measures could be taken to secure the structure of the Church. Discussions would be arranged as soon as possible with the Christian communities concerned on the question of financing these urgent remedial works and the programme of restoration recommended in Mr. Harvey's Report.

LAW REPORTS

POINTS UNDER THE HOUSING ACTS, 1925-1936
King's Bench Division.—Before Mr. Justice du Parcq.

MR. JUSTICE DU PARCQ had before him several cases dealing with points under the Housing Acts, 1925-1936.

In the first case the trustees of the late Dr. H. Payne, of Newhill Hall, Yorkshire, appealed from an order of the Minister of Health, made in regard to the compulsory purchase of certain land on the Newhall Estate for rehousing the working classes by the local urban district council.

The trustees asked that the order should be quashed or alternatively such part of it as related to the acquisition of the park land of the Hall estate. It was urged on their behalf that the scheme would seriously deteriorate the value of the house and would interfere with its amenities.

His lordship held that on the evidence before him he was not satisfied that the land formed part of a park or pleasure ground or was necessary for the amenities or convenience of the hall. He came to the conclusion he could not interfere in the case, and he dismissed the appeal with costs.

In a second case the Brighton Corporation had been granted an order to acquire compulsorily certain property in Everton Place. The Corporation desired to carry out certain developments of the whole area in question.

Messrs. Robins and Son, Ltd., Brighton, opposed the order granted by the Minister of Health to the Corporation, contending that the compulsory purchase order would cause unnecessary and unjustifiable hardship and urging that the matter should have been dealt with by the making of a clearance order. The land adjoined their premises, and though there was no dispute that some of the houses were not fit for habitation, they submitted that as they had acquired it with the object of extending their buildings, the present order should not have been made.

His lordship said it appeared clear to him that the Corporation desired to acquire the land compulsorily for demolition purposes. He could not say that anything had been done that was not within the powers of the Act, and he could not say that any rules had been transgressed. He dismissed the appeal with costs.

The third case concerned the order of the Minister of Health granting the Fulham Borough Council power to acquire compulsorily certain property known as The Avenues No. 1 Order, 1937.

The London Housing Improvements, Ltd., and others interested, appealed against the order.

The appellants had given due notice of their objection, and a public inquiry had been duly held.

Appellants now urged that it could not be said that certain of the houses were unfit for habitation or that they had not been well maintained. Allowance should have been made for this, but appellants said the Minister had never taken that into his consideration. Further, it was submitted that the inquiry had not been properly held and that the findings were not in accordance with the facts before the inquiry, as to certain of the houses being unfit for human habitation.

The Solicitor General, Sir Terence O'Connor, K.C., appeared for the Minister

of Health, was not called upon to argue the case.

His lordship, in giving judgment, said it was clear that the Minister considered the report, and was satisfied as to the condition of the houses in question. The Minister's view was that the houses were in a state of disrepair, and that they had sanitary defects. His lordship said he had no doubt in his mind for saying that the houses were unfit for habitation, and on the materials before him he could not say that the order that was made was not within the powers of the Act or that the Minister had not complied with the requirements of it. The appeal would, therefore, be dismissed with costs.

INJUNCTION GRANTED FOR BREACH OF COVENANT

Prudential Assurance Co. v. Andrews and Rosenberg.—Chancery Division. Before Mr. Justice Simonds.

THIS motion by the Prudential Assurance Co., against Messrs. B. Andrews and L. Rosenberg, raised a point of construction in a lease as to whether the use of part of premises, for what is popularly known as a "fun fair," is a breach of covenant which restricted the use of the premises for office or shop purposes.

The premises in question formed the ground floor and basement of 125 to 130 Strand, and were part of the Duchy of Lancaster estate, who had granted a lease expiring in 2017. The Prudential held a mortgage of the head lease and had since purchased an equity of redemption. Messrs. Andrews and Rosenberg held an under lease of the premises, which did not contain the covenant in question, but the persons from whom they had the under lease gave express notice of the covenant in the lease to their sub-lessees. The Prudential case was that Messrs. Andrews and Rosenberg were using the basement as a "fun fair" and that the Duchy of Lancaster had threatened them with proceedings. When the attention of defendants was drawn to the matter they endeavoured to bring themselves within the ambit of the covenant, by putting up a notice that amusement on the premises could be purchased.

The Prudential now sought an injunction to restrain defendants from using any part of the ground floor or basement for the purpose for which it was being used.

Defendants submitted that they had committed no breach of covenant, and that there had been no complaints as to the business they carried on.

His lordship granted the injunction claimed holding that the present user of the premises was a breach of the covenant. The defendants submitted to the motion being treated as the trial of the action, and his lordship suspended the operation of the injunction for three weeks.

GRANT OF A LEASE. RIGHT TO USE FLANK WALL

Chapman v. Edwards.—Chancery Division. Before Mr. Justice Bennett.

THIS was an action by Mrs. Dora Chapman, the lessor of No. 111 Catford Hill, against her lessee, Mr. John Meurig Edwards, for a declaration that a grant in the 99 years' lease of the right to use "together with the demised property, certain flank walls of adjoining premises belonging to her, and advertising purposes" was not a right assignable or transferable to any other

person, firm or company, and that the advertisements must relate only to the business of a petrol filling station carried on at the demised premises. She also asked for an injunction restraining the defendant from permitting any other persons to use the walls for advertising purposes.

Mr. Wynn Parry, K.C., for the plaintiff, said that defendant had sub-let to the Borough Bill Posting Co., which was owned by Odhams Press, Ltd., the use of the flank walls for advertising purposes. His case was that the advertising rights could only be used in connection with the dominant tenement as they were in the nature of an easement and not a licence. From the position of the grant in the middle of the clause he submitted that the necessary implication must be that it was the clear intention of the parties that the right granted was only to be exercised by the persons occupying the demised premises. That construction he argued excluded possibility of a licence.

Mr. Roxburgh, K.C., for the defendant, argued that there were two wholly independent dispositions of property. One was the site of the petrol station and the

other the right to use the walls of adjoining premises and any advertising purposes. The presumption was that the parties never intended to annex these rights. They were separate grants, although intended to be enjoyed together, and there was no limitation on the user of the walls for advertising purposes.

His lordship said the lease must be construed strictly against the grantor. There was no limitation in the language of the lease of the purposes for which the right to advertise was granted, and he could see no reason why he should imply into the lease words restricting the right of the defendant to advertising only his own business or something connected with it. Once that construction was put upon the document it became impossible to hold that as a matter of law what was granted to the defendant was an easement. He held that the grantee could advertise anything on the walls in question. The defendant had a right by law of dealing freely with the different subjects of the grant. For these reasons there was no foundation for the relief the plaintiff sought. The action failed and he dismissed it with costs.

THE WEEK'S BUILDING NEWS

LONDON AND DISTRICTS

EALING. School. The Ealing Education Committee is to build a school for approximately 250 infant children on the West Greenford site.

EALING. Houses, etc. Plans passed by the Ealing Corporation: 18 houses, Courthope Road, Mr. B. R. Willcox; 16 bungalows, Ashley Place, Households, Ltd.; six blocks of flats, Woodfield Gardens, Great Western Land Co.; 48 flats and seven shops, Greenford Road, Mr. T. Braddock; 20 flats, Oldfield Lane, Mr. R. P. Taylor; 11 flats, Woodville Road, Mr. R. Dear; 32 flats, Ruislip Close, New Ideal Homesteads, Ltd.; six bungalows, Islips Manor Road, Hart and Hardacre, Ltd.; 192 houses, Kingshill Avenue, etc., T. F. Nash Construction, Ltd.; 18 houses, Wynchgate, Eastcote Lane, Evans Bros., Ltd.; eight flats, Millway Gardens, Millway Estates, Ltd.; two blocks of eight flats, Ferryhead Gardens, Comben and Wakeling; shops with maisonettes over, Greenford Road, Warwick Estates, Ltd.

HAYES. Employment Exchange. H.M. Office of Works is to erect an employment exchange in Station Road, Hayes.

LONDON. Building. Plans passed by the City of London Corporation: Building, 9 storeys high, 40 Lime Street, and 2, 4, 10 and 12 Fenchurch Avenue.

PADDINGTON. Hotel, etc. Plans passed by the Paddington B.C.: Hotel, 219-223 Queensway, Edifis, Ltd.; shops, flats, underground garage, service station and news theatre, 1-11 Edgware Road, 63-79 Seymour Street, Mr. R. Atkinson.

PADDINGTON. Swimming Pool. The Paddington B.C. has authorised the Borough Engineer to proceed with the preparation of a scheme for the construction of an open-air swimming pool at the Paddington recreation ground.

STOKE NEWINGTON. Community Centre. The Stoke Newington B.C. is to erect a community centre at Hewling Street, at a cost of £2,638.

STOKE NEWINGTON. Child Welfare Centre, etc. The Stoke Newington B.C. is to erect a maternity and child welfare centre and air raid premises on the old town hall site at a cost of £20,640 to plans by Messrs. Howes and Jackson, architects.

TWICKENHAM. School. The Middlesex Education Committee is to purchase land for the erection of a public elementary school at Twickenham.

WIMBLEDON. Pavilion. The Wimbledon Corporation is to construct a sports pavilion on the Park Estate, at a cost of £4,700.

PROVINCES

BOSCOMBE. School. The Board of Education has approved plans of the Bournemouth Education Committee for the erection of a new senior mixed school at Boscombe.

BOURNEMOUTH. Bungalows, etc. Plans passed by the Bournemouth Corporation: 22 flats, Bath Road, Mrs. L. Rowley; six bungalows, Durdells Avenue, Mr. W. A. Boulton; 15 bungalows, Persley Road, Mr. J. C. Jones; eight bungalows, Oswald Road, Straker Bros. and Wareham.

BOURNEMOUTH. Isolation Hospital. The Bournemouth Corporation has purchased a site for a new isolation hospital at West Howe.

BOURNEMOUTH. School Extensions, etc. The Bournemouth Education Committee has approved plans of alterations and additions to the Boscombe St. John's C. of E. School proposed to be carried out by the managers to convert the present school to a junior mixed school.

BRIGHTON. Maisonettes, etc. The Brighton Corporation is to erect three blocks of maisonettes and flats four storeys high at St. Mary's Estate, at a cost of £32,500.

BRIGHTON. Houses, etc. Plans passed by the Brighton Corporation: Ten houses, Woodland Way, Patcham, Mr. Stanley Owen; eight houses, Dale Crescent, Patcham, Mr. Wallace Ireland Clarke; ten bungalows, Braybon Avenue, Withead Estate East, Mr. Geo. Cornish.

GUILDFORD. Houses. Plans passed by the Guildford Corporation: 13 houses, Grange Estate, Grange Road, Stoughton, Mr. J. B. Waltham.

KIDDERMINSTER. Houses. The Kidderminster Corporation is to erect 46 houses on the Queen Street Housing Estate.

KIDDERMINSTER. Houses, etc. Plans passed by the Kidderminster Corporation: 18 houses, Vicarage Farm Estate, Mr. A. L. Chatham; 10 houses, Marpool Lane, Mr. G. Williams; nine houses, St. John's Avenue, J. and R. Perrin.

MANCHESTER. Cinema, etc. Plans passed by the Manchester Corporation: Skating rink, 138 Stockport Road, Levenshulme; cinema, Stockport Road, Hyde Road and Apsley Grove, Ardwick.

MORECAMBE. Houses. Plans passed by the Morecambe Corporation: Six houses, Hestham Avenue, Mr. F. V. Hollinshead; 18 houses, Oxcliffe Avenue, Mr. R. Naylor; 12 houses, School Green Lane, Mr. G. Clark; 17 houses, Grasmere Road, Widdup and Ladell.

P R I C E S

On the following pages appears Prices for Measured Work—Part I, with prices last published on April 7, brought up to date.

★ ANSWERS TO QUESTIONS

While the JOURNAL, naturally, cannot presume to undertake the responsibilities of a quantity surveyor, it has arranged with the authors of this Supplement to answer readers' questions regarding any matter that arises over their use of the Prices Supplement in regard to their work, without any fee. Questions should be addressed to the Editor of the JOURNAL, and will be answered personally by Messrs. Davis and Belfield. As is the normal custom, publication in the JOURNAL will omit the name and address of the enquirer so that it is unnecessary to write under a pseudonym.

The complete series of prices consists of four sections, one section being published each week in the following order:—

1. Current Market Prices of Materials, Part I.
2. Current Market Prices of Materials, Part II.
3. Current Prices for Measured Work, Part I
4. A.—Current Prices for Measured Work, Part II.
B.—Prices for Approximate Estimates.

● Prices are for work executed complete and are for an average job in the London Area; all prices include for overhead charges and profit for the general contractor.

PART 3

CURRENT PRICES FOR MEASURED WORK—I

BY DAVIS AND BELFIELD, P.A.S.I.

PRELIMINARIES

Water for the works	1½%
Third party and other insurances to persons and property, employer's liability, unemployment and Public Health insurances, and fire insurances (based on value of contract) ..	2/-
Single scaffolding per yard super	2/8
Independent scaffolding per yard super	

EXCAVATOR

	Ordinary Ground	Clay
Surface digging average 9" deep and wheeling and depositing on spoil heap, not exceeding two runs per yard super	—/9	1/1

EXCAVATOR—(continued)

	Ordinary Ground	Clay
Excavating not exceeding 5' 0" deep to form basement and getting out per yard cube	1/11	2/10½
Ditto, exceeding 5' 0" deep and not exceeding 10' 0" deep per yard cube	2/5	3/6
Excavating not exceeding 5' 0" deep, to form surface trenches and getting out per yard cube	2/7	3/10
Ditto, exceeding 5' 0" deep and not exceeding 10' 0" deep per yard cube	3/7	5/0
Ditto, not exceeding 5' 0" deep to form basement trench excavation commencing 10' 0" deep, and getting out per yard cube	3/4½	4/6
Returning, filling in and ramming around foundations per yard cube	1/1	1/5

CURRENT PRICES

BY DAVIS AND BELFIELD, P.A.S.I.

EXCAVATOR, CONCRETOR AND BRICKLAYER

EXCAVATOR—(continued)

	Ordinary Ground	Clay
Filling barrows and wheeling and depositing excavated soil not exceeding two runs		
per yard cube	1/1	1/5
Spreading and levelling from excavated heaps in layers not exceeding 12" per yard cube	-/9	1/-
Filling into carts or lorries and carting away per yard cube	4/6	4/10
Planking and strutting to sides of basement, excavation, including strutting per foot super	1/-	-/9
Planking and strutting to surface trenches (both sides measured) .. per foot super	-/4½	-/3
Hardcore, broken brick, filled in under floors and well rammed and consolidated per yard cube	6/6	
Hardcore, broken brick, deposited, spread and levelled, and rammed to a true surface 6" thick per yard super	1/4	

CONCRETOR

Foundations and Mass Concrete

Portland cement concrete 1:6 with unscreened ballast, in foundations and masses exceeding 12" thick .. per yard cube	20/6
Ditto, 1:3:6, with one part of cement and three parts of sand and six parts of clean gravel per yard cube	21/-
Ditto, 1:2:4 with one part of cement, two parts of sand and four parts of ¾" crushed graded shingle per yard cube	25/10
Add if mixed by hand labour .. per yard cube	2/-
Add if in foundations not exceeding 12" thick per yard cube	2/3
Add for mechanical hoisting .. per yard cube	1/6
Add for hand hoisting per 10 feet .. per yard cube	2/3

Surface Beds

Portland cement concrete 1:6, bed 6" thick, spread and levelled .. per yard super	3/11
Add or deduct for each inch over or under 6" in thickness per yard super	-/5½
Add for surface finished with spade face per yard super	-/3½
Add if laid in two layers with fabric reinforcement (measured separately) .. per yard super	-/3½

Upper Floors and Flats

Portland cement concrete 1:2:4 as before described, 6" thick, packed around fabric reinforcement (measured separately) finished with spade face per yard super	5/3½
Add or deduct for each inch over or under 6" in thickness per yard super	-/7½

Casings

Portland cement concrete 1:2:4 as before, in encasing to steel joists .. per foot cube	1/3
Ditto, packed around rods (measured separately) in lintols, sectional area not exceeding 36 inches per foot cube	1/5½
Ditto, ditto, over 36 inches and not exceeding 72 inches sectional area .. per foot cube	1/4½
Ditto, ditto, over 72 inches and not exceeding 144 inches sectional area .. per foot cube	1/3½
Ditto, ditto, over 144 inches sectional area per foot cube	1/2½

Walls in Situ

Portland cement concrete 1:6 with unscreened ballast in 9" walls packed around rods (m/s) per yard super	6/7
Ditto, in 12" walls ditto .. per yard super	8/-

Reinforcement

* ½" diameter and upwards mild steel rod reinforcement, cut to lengths, including bends and hooked ends and embedding in concrete lintols .. per cwt.	23/6
* Under ½" diameter ditto .. per cwt.	25/-

Formwork

Close boarded formwork to soffits of floors and strutting up .. per yard super	3/9
Vertical formwork to sides of concrete walls, including struts, etc. (both sides measured) per yard super	3/-
Formwork to sides and soffits of concrete lintols and beams per foot super	-/6
Wrot ditto .. per foot super	-/7

BRICKLAYER

	Flettons	Second	Blue
	£ s. d.	£ s. d.	Staffordshire Wirecuts
Reduced brickwork in lime mortar 1:3 with ½" joints .. per rod	23 0 4	32 9 0	
Ditto, ¾" joints .. per rod	22 13 4	31 7 3	
Reduced brickwork in cement mortar 1:3 with ½" joints .. per rod	24 15 4	34 3 8	51 15 8
Ditto with ¾" joints .. per rod	24 14 0	33 7 0	50 6 4
Add if lime mortar hand mixed .. per rod	5/8	5/8	
Ditto cement mortar .. per rod	12/9	12/9	9/-
Half brick walls in lime mortar 1:3 ½" joints .. per yard super	5/1	7/2	
Ditto in cement mortar 1:3 .. per yard super	5/5½	7/6½	11/3
Labour forming 2" cavity to hollow walls including wall ties, etc. per yard super			9d.

Add to the price of reduced brickwork for brickwork in underpinning .. per rod	4 0 0
Ditto, for brickwork circular on plan to flat sweep per rod	5 0 0
Ditto, ditto, to quick sweep .. per rod	10 0 0

Extra for Internal fairface and flush jointing per yard super	1/1½
Extra for grooved bricks as key for plaster per yard super	3d.
Raking out joints ditto .. per yard super	4½d.
Hacking concrete ditto .. per yard super	6d.
Horizontal double slate damp-proof course 4½" wide bedded in cement mortar .. per foot run	4d.
Ditto exceeding 4½" in width .. per foot super	10d.
Vertical ditto .. per foot super	1/-
"Ledkore" (Grade B) D.P.C. .. per foot super	9d.
Plumbing angles .. per foot run	1d.
Rake out joints and point to lead flashings per foot run	2d.
Ditto stepped .. per foot run	3d.
Bedding door frames .. per foot run	1d.
Ditto and pointing one side .. per foot run	2d.
Ditto and pointing both sides .. per foot run	3d.
Parge and core flues .. each	4/-
Set and flaunch only chimney pots .. each	5/-
Hoisting and fixing metal windows size 3' 6" x 4' including cutting and pinning lugs to brickwork and bedding frames in cement mortar and pointing in mastic on one side .. each	5/-
Ditto, including screwing to wood frame (measured separately) .. each	3/-

Form opening for air brick including slate lintol and render around in cement and sand to 13½" 9" x 3" wall and build in Terra Cotta air brick .. each	2/6	3/3
Galvanized cast iron School Board pattern air bricks and building in .. each	9d.	1/3
Fixing only fireplace simple interior and surround each	27/6	

Partitions

	2"	2½"	3"	4"
Breeze set in cement mortar per yard super	2/11	3/5	4/1½	5/1½
Clay tile ditto .. per yard super	4/5	4/11	5/8	6/4½
Pumice ditto .. per yard super	4/6	5/2½	6/3	7/2
Plaster ditto .. per yard super	4/-	4/11	6/-	7/2
White glazed both sides best quality bricks, set in cement mortar and pointed in Parian cement per yard super		42/5		

Facings

Prices are extra over Fletton brickwork and are for raking out joints and pointing with a neat struck weathered ½" joint in cement mortar. For raking joints and pointing in white cement add an extra 11d. per yard super to the following prices.

	Flemish Bond	English Bond	Stretcher Bond
Stock facings p.c. 95/- .. per yard super	5/1	5/6	4/2
Rustic Flettons p.c. 70/6 .. per yard super	3/4	3/6	2/11
Blue pressed p.c. 174/- .. per yard super	11/3	12/6	8/10
Sand faced hand made reds p.c. 120/- per yard super	8/-	8/7	6/4
White glazed, headers p.c. 470/- and stretchers 480/- .. per yard super	32/-	36/-	24/8
For a variation of 10/- per M. in p.c. of facing bricks size 8½" x 2½" on face with ½" joints add or deduct per yard super	9d.	10d.	6½d.

* Items marked thus have fallen in price since April 7.

CURRENT PRICES

BRICKLAYER, DRAINLAYER, ASPHALTER AND PAVIOR

BRICKLAYER—(continued)

Facings—(continued)

	Rustic Flettons	Stock Facings	Sand Faced Hand Made Reds
Half brick wall stretcher bond in cement mortar built fair and joints raked out and pointed in cement mortar on one side per yard super	8/7½	9/10½	12/-
Ditto and pointed both sides per yd. super	10/6	11/9	13/10
One brick wall in cement mortar built fair and joints raked out and pointed in cement mortar on one side per yard super	15/5	17/11	22/1
Ditto and pointed both sides per yd. super	17/3	19/9	23/10
Half brick wall built in best quality white glazed one side bricks, stretcher bond, in cement mortar built fair and pointed in parian cement per yard super			31/-
Ditto white glazed both sides and pointed both sides per yard super			41/9
Labour and material in hand made sand faced red brick on end window head and pointing to face and 4½" soffite per foot run			1/3
Hand made, sand faced brick on edge coping including double course of tile creasing with two cement angle fillets to one brick wall per foot run			2/3

DRAINLAYER

Excavate to form drain trenches for 4" pipes and get out, including planking and strutting, filling in and ramming, and wheeling and spreading surplus.

Prices per 12" average depth per foot run :	Ordinary ground	Clay
Trenches not exceeding 3' 0" deep	-2½	-3
Ditto, exceeding 3' 0" and not exceeding 5' 0"	-5½	-7
Ditto, exceeding 5' 0" and not exceeding 10' 0"	-8½	-9½
6" thick Portland cement concrete bed 6:1, 12" wider than diameter of pipe, and flanchued pipes halfway up sides of pipe per foot run	-8½	-10
6" ditto, and completely encasing per foot run	1/7	1/11
Agricultural land drain pipes, laid complete with butted joints, exclusive of digging per yard run	2" -4	3" -6 4" -8 6" 1/1

British Standard Quality Salt Glazed Socketed Stoneware Drainpipes and Fittings

	4" pipes Under 2 tons, 100	6" pipes Under 2 tons, 100	9" pipes Under 2 tons, 100
	Over 2-ton up-lots	Over 2-ton up-lots	Over 2-ton up-lots
Pipes jointed in 1:1 cement and sand per foot run	1/1	1/3	1/7
Extra for bends each	1/4	1/7	2/-
Ditto, single junction each	1/10	2/2	2/-
Trapped yard gulleys with galvanized iron gratings, and setting in concrete and jointing to drain each	9/-	11/6	13/-
Ditto, with horizontal back inlet each	10/6	13/3	14/6
Ditto, with vertical back inlet each	11/3	14/-	15/3
Intercepting trap with Stanford stopper and setting in manhole and making good each	20/6	24/-	25/6

Coated Cast Iron Socketed Drain Pipes

	4"	6"	9"
Pipes in 9' 0" lengths and laying in trench, including caulked lead joints per foot run	3/6	5/3	9/3
Cutting and waste each	1/9	3/6	—
Extra for bends, including extra joints and cutting and waste on pipe each	10/10	20/9	59/5
Ditto, junction ditto each	17/5	32/6	99/5
Intercepting trap each	49/-	79/4	183/4

DRAINLAYER—(continued)

	4"	6"	9"
H.M.O.W. large socket gully trap with 9" gully top and heavy grating and one back inlet	45/5	79/6	—
H.M.O.W. gully trap with 9" inlet with high invert outlet for use with raising pieces	33/5	48/-	—
4" inspection chamber with one 4" branch each			66/-
4" ditto with two 4" branches one side each			99/-
6" ditto with one 4" branch each			95/3
6" ditto with two 6" branches one side each			140/-
9" ditto with one 9" branch each			212/6
9" ditto with two 9" branches one side each			326/-
4" half-round straight main channel 24" long each	5/10		
Ditto, channel bends (ordinary) each	8/6		3/-
4" Three-quarter round branch bends (short) each		8/6	6/9
Manhole covers and frame bedded in grease and set in cement mortar each			4/-

ASPHALTER

Various qualities of asphalte are marketed by different firms. The term "Best" is intended to imply the best quality produced by a single representative firm, and not necessarily the best or most expensive asphalte obtainable.

	Natural Rock Asphalte Best Quality	Second Quality
Basement (Tanking).		
1½" horizontal d.p.c. in three layers on concrete per yard super	8/5	6/10
¾" vertical ditto in three coats on brickwork or concrete per yard super	11/6½	10/-
Double angle fillet per foot run	-6½	-5½
Hard Graded Paving.		
1" thick per yard super	7/4	6/3½
¾" thick per yard super	6/3½	5/3½
½" dampcourse finish, with smooth surface to receive lino or other floor covering	5/3	4/8½
Roofing (Flat).		
¾" thick in 2 layers per yard super	6/3½	5/3
1" ditto per yard super	7/4	6/3½
Extras.		
Felt supplied and fixed per yard super	-6½	—
Expanded metal reinforcement ditto per yard super	1/0½	—
6" skirting and fillet on brickwork per foot run	1/0½	-11½
6" ditto on wood (reinforced) per foot run	1/2½	1/1½
Nosing at eaves on lead apron (measured separately) per foot run	-3½	-3½
Parapet outlets each	4/2½	3/8

PAVIOR

	1"	1½"	2"
Granolithic paving per yard super	2/7½	3/6	4/7
Add for dusting with carborundum powder per yard super			-9
Cement and sand paving (1:3) per yard super	1/10	2/4½	—
½" Jointless flooring, red, buff or brown, finished to a smooth trowelled surface, on concrete sub floors per yard super			5/3
¾" Ditto, in two coats on spade faced concrete or wood sub floors			6/7
½" thick ditto, reinforced with laths and galvanised wire netting per yard super			6/0½
Add for polishing per yard super			-6½
Terrazzo paving, white chips set in white cement, panelled into squares with 1½" x ½" deep ebonite strips, on and including cement and sand screed. Total thickness 1½" per yard super			19/5
Ditto, but white chips set in grey Portland cement per yard super			17/4
Terrazzo tiles, white chips set in white cement :-			
Size 9" x 9" x ¾" per yard super	20/6		
Size 12" x 12" x 1" per yard super	18/8		
Ditto, but white chips set in grey Portland cement :-			
Size 9" x 9" x ¾" per yard super	18/11		
Size 12" x 12" x 1" per yard super	17/1		
Sheet rubber per yard super	12/1	15/3	18/4½
Rubber tiles per yard super	15/3	18/4½	21/6
Cork tiles, polished per yard super	12/10½	11/-	10/-

CURRENT PRICES

MASON, SLATER, TILER AND ROOFER, AND CARPENTER

PAVIOR—(continued)

Hard red paving bricks laid flat (9" × 4½" × 2½")	per yard super	9/-
Ditto, laid on edge	per yard super	11/9
	thick	thick
6" × 6" best quality red quarry tiles	per yard super	10/- 11/-
6" × 6" best quality buff quarry tiles	per yard super	10/6 11/6
2" Yorkshire stone paving, square joints and bedding	per yard super	22/-
2" Finished path of coarse gravel finished with good binding gravel to slight camber	per yard super	1/7½
3½" Path of clean hard clinker and 1½" gravel finished to slight camber	per yard super	2/3
7½" Carriage drive of 3" clinker, 3" coarse gravel and 1½" binding gravel finished to slight camber	per yard super	3/9
2½" Tar paving in two layers finished with Derbyshire spar	per yard super	4/9

MASON

	Bath	Portland
Stone and all labours of usual character covering 7" on bed, roughly squared at back, fixed and cleaned down complete	per foot cube	11/9 17/-

Yorkstone

	Thickness	3"	4"	6"
Templates tooled on exposed faces, sawn beds and joints, and set in cement mortar :—				
Size 9" × 9"	each	1/8	2/3	3/4½
" 14" × 9"	each	2/7½	3/6	5/3
" 18" × 14"	each	5/3	7/-	10/6
" 22½" × 14"	each	6/6	8/8	13/-
" 27" × 14"	each	7/10½	10/6	15/9

Artificial Stone

In steps, copings, band courses, etc., per foot cube, from	9/-
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Reconstructed Stone

In steps, dressings, band courses, etc., per foot cube	12/6
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Slate

	1"	1½"	1¾"
Slate slabs, sawn to size, not exceeding 10 ft. sup. and planed, with rubbed face and fixing as shelving, etc.	per foot super	4/6 5/-	6/-
Ditto, not exceeding 20 ft. sup.	per foot super	5/4 5/10	7/-
Rubbed edges	per foot run	-/4½ -/4½	-/4½

SLATER, TILER AND ROOFER

Bangor and Portmadoc Slates

	20" × 10"	16" × 8"	24" × 12"
Slates laid to a 3" lap and fixed with zinc nails	per square	79/- 77/-	80/-

Old Delabole Slates

	20" × 12"	16" × 10"
Grey medium gradings	per square	86/- 84/6
Unselected greens (V.M.S.) (weathering greens and grey greens mixed)	per square	96/6 94/6
	No. 1 Gradings	24" × 22" to 12" × 10"
Ordinary grey greens	per square	91/3
Weathering grey greens (V.M.S.)	per square	101/9
	No. 2 Gradings	24" × 22" to 12" × 10"
Weathering greens (V.M.S.)	per square	107/-

Westmorland Green Slates

Randoms		Bests 24" to 12" long proportion- ate widths
No. 1 Buttermere, fine light green	per square	122 9
No. 2 Buttermere, light green (coarse grained)	per square	120 9
No. 5 Buttermere, olive green (coarse grained)	per square	117 6

SLATER, TILER AND ROOFER—(continued)

Tiles

Hand made sand faced 10½" × 6½" laid to 4" gauge, fourth course nailed with galvanized nails	per square	65/-
Machine made ditto	per square	56/7

Pantiles

Berkshire hand made surface red laid dry, per square	65/-
Bridgewater hand made red laid dry .. per square	65/-
Bridgewater double Roman laid dry .. per square	48/3

Sundries

Stripping, slating down to and including, 18" × 9"	per square	4/6
Ditto smaller sizes	per square	6/-
Add for carrying down and stacking	per square	1/8
Ditto stripping battens down to and including 18" × 9"	per square	1/4½
Ditto, ditto, smaller sizes	per square	2/3

Cedarwood Tiles,

Canadian Cedarwood shingles laid to 5" gauge	per square	47/4
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Asbestos

Russet brown asbestos cement roofing tiles 15½" × 15½" laid diagonally with 2½" lap, per square	38/-
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CARPENTER

Centering

Turning piece to flat soffites 4½" wide	per foot run	-/4
(For Formwork see "Concrete.")		

Fir Sawn and Fixed

Plates, dragon ties, sleeper joists and lintols, ground floor (4" × 2" and 4" × 3")	per foot cube	3/9
Upper floor ditto (7" × 2")	per foot cube	4/4
Partitions (stud) (4" × 2" and 4" × 3")	per foot cube	5/-
Rafters and ceiling joists (4" × 2" and 4" × 3")	per foot cube	4/9
Purlins, (6" × 4")	per foot cube	5/4
Hand labour wrot face	per foot super	-/2
Machine ditto	per foot super	-/1
Rebates, grooves, beads, chamfers and splays, per foot run		-/1
1½" × 9" ridge including cutting ends of rafters against same	per foot run	-/6½
1½" × 11" hips or valleys ditto	per foot run	-/8½
Extra labour trimming 6" × 2" floor joists around fireplace, including notching ends of joists at 14" centres to trimmer joist 7' 0" long and two tusk tenons	each	6/-
Boring small hole per inch of depth	per doz.	-/6
Ditto large	per doz.	1/-

Deal Battening for Slates and Tiles

2" × 1" spaced for Countess (20" × 10") slates to 3" lap	per square	11/-
2" × 1" ditto for Ladies (16" × 8")	per square	14/6
2" × 1" ditto for Duchess (24" × 12") ditto	per square	9/-
2" × 1" ditto for randoms 24"/22" to 12"/10"	per square	12/2
1½" × ¾" ditto for plain tiles (10½" × 6½") to a 4" gauge	per square	15/4
1½" × 1" ditto for pantiles to approximately 11½" gauge	per square	6/7

Roof Boarding

	¾"	1"
Deal roof boarding in batten widths close jointed	per square	29/2 35/6
Ditto, prepared for patent flat roofing and including firrings to falls	per square	39/7 45/10
Small tilting fillet	per foot run	-/2
Large ditto	per foot run	-/4

Felt

Sarking or slaters felt, fixed with 2" side laps and 6" end laps	per yard super	-/10½
Roofing felt ditto	per yard super	1/1
Bituminous hair felt ditto	per yard super	2/-

Weather Boarding

Rough deal feather edge boarding in batten widths ½"	per square	31/3
average with 1½" laps	per square	32/10
Western Red Cedar ditto	per square	32/10

Fascia and Soffite Boards

1" x 6" deal splayed fascia fixed to rafter feet per foot run	-/4½
1" x 9" deal soffit tongued both edges, including grooves per foot run	-/7½

(To be continued in next Issue)