

THE SOUTHERN ARCHITECT AND BUILDING NEWS

Vol. LII.

OCTOBER, 1926.

NUMBER 10.

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Orleans Alley, New Orleans, La., one of the two picturesque passages connecting Chartres and Royal streets, with the buttresses of the St. Louis Cathedral showing on the left.
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In the November Number

There has been written and published so much about the "Spanish," "Mediterranean" and other stylistic terms as applied to the contemporary architecture of Florida that it would seem that more discussion of the subject would be mere repetition, however, a recent visit to Mountain Lake, Florida, convinced us that the work of Harlem De V. Pratt, Architect of Boston and St. Petersburg, deserved more than the usual space allotted by the architectural press to one man, so in our November issue we will give over almost the entire edition to a discussion of Mr. Pratt's work in this section of Florida. The work of Harlem De V. Pratt is rather unique in the history of architecture in this state or as for that matter in the country. He has not been content to produce mere architectural forms but has combined landscape, painting and architecture in such a way that the finished



HOUSE OF GEORGE KIRCH, ESQ.,
LAKES WALES, FLA.
HARLEM DE V. PRATT, ARCHITECT
BOSTON, MASS., AND ST. PETERSBURG, FLA.

work stands out as a delightful contribution to all the arts combined.

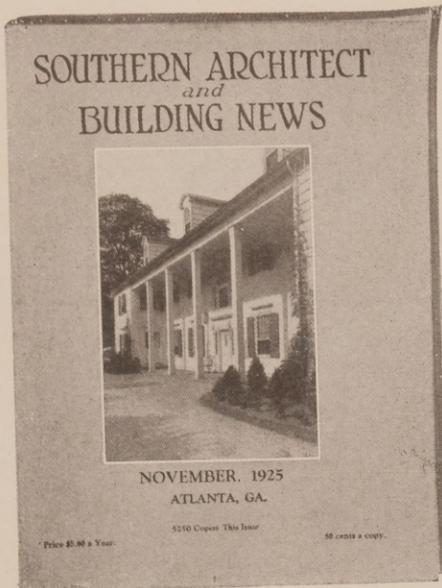
Furthering our monthly presentations of buildings of the early South the November number will contain several very excellent houses from the Old Dominion, a state that can still offer the most lovely examples heretofore unpublished. Short, but fully descriptive text will accompany the illustrations.

Ralph H. Cameron, Architect of San Antonio, Texas contributes to this issue a fine example of the professional office buildings in his design for the recently completed Medical Arts Building of that city.

Our Personal Mention column will keep you in touch with architect friends throughout the country, and our notes and comments on subjects of general interest to the profession will be of interest.

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CLARENCE C. BULGER,
ARCHITECT,
DALLAS, TEXAS.

Mr. E. R. Denmark, Editor,
 Southern Architect and Building News,
 Atlanta, Ga.

My Dear Mr. Denmark:

Please forward me copy of "Architecture of the Old South" immediately; also any other books you might have on the subject of Early American Architecture.

I have become very much interested in this style recently and appreciate what your magazine has done towards bringing about a greater knowledge of this style in the South.

Yours very truly,
 CLARENCE C. BULGER, A. I. A.

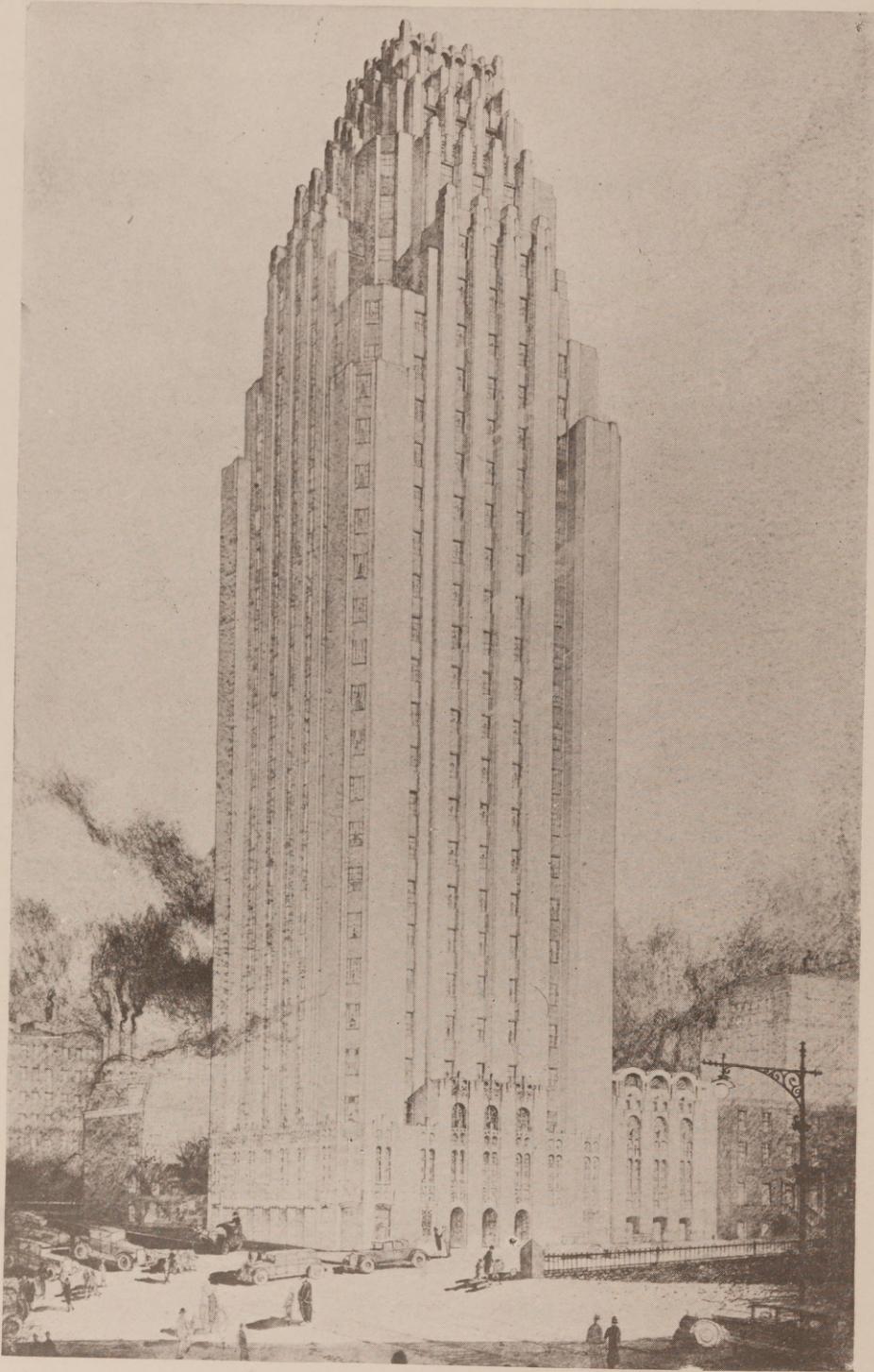
When morning after morning such letters as the above come to our desk we feel we can say with all sincerity to architects throughout the United States that **THE SOUTHERN ARCHITECT AND BUILDING NEWS** has something of value for you in every issue. We have sponsored, for more than a score of years through editorials, articles and illustrations, Colonial or Georgian architecture as the most logical style for American soil. The influence this magazine has exerted in this direction is evident by the above letter from Mr. Bulger, a past president of the Dallas Chapter American Institute of Architects.

THE SOUTHERN ARCHITECT AND BUILDING NEWS
 Atlanta, Georgia

THE PAN-HELLENIC BUILDING, NEW YORK.

JOHN MEAD HOWELLS, *Architect.*

THIS design shows something of what we believe to be the American acceptance of the modernism in Europe. The extreme verticalism of Vienna and of some of the German cities is very good when well done. The French modernism as expressed in the Exhibition of Decorative Arts lately closed in Paris, is less distinctively vertical and more tortured and also has much more color. Perhaps the best modernistic translation in Europe is in Sweden and Finland. The distinguished Finish architect, Saarinen, won the second prize of \$20,000 in the Tribune Tower Competition, the winners of which were Howells & Hood, Saarinen's design for the Tribune showed an extreme adaptation of vertical lines and was a brilliant piece of work for a man who had never done a skyscraper. It has been and is being copied all over the country or at least used as an inspiratoin. Mr. Howell's design which we publish is an attempt at a true translation of the vertical steel of the skyscraper construction, because in a steel cage the vertical columns go through, and the horizontal beams are held between. Therefore, the proper expression in the design is to let the verticals go through. The various setbacks at the top of this design are carried out exactly inside the legal envelope dictated by the zoning law. These zoning laws are somewhat similar in most of our large cities.



PERSPECTIVE, PAN-HELLENIC BUILDING, NEW YORK, N. Y.
JOHN MEAD HOWELLS, ARCHITECT.

The SOUTHERN ARCHITECT AND BUILDING NEWS

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House of C. M. Chapin, Esq., Thomasville, Ga.

DELANO & ALDRICH, *Architects.*

IT WAS the writer's good fortune this summer to spend a few days in Thomasville, one of those delightful little South Georgia towns where every one knows every one else, and there are no strangers. Even the casual visitor to Thomasville instinctively feels that he knows the whole populace before he has been there a day.

For many years, long before Florida became the garden spot of America and a retreat for winter tourists, Thomasville has been blessed with the most admirable class of winter visitors. They come to Thomaville to enjoy the warm climate, the beautiful flowers, and all those things that go to make a winter residence one of happiness and pleasure. Years ago, when the Piney Woods Hotel (burned some years hence) was the social center of the little village, many of the best known families in the country used to spend their winters there. Year after year these people came to Thomasville, and finding the hospitality of the natives so pleasing, the climate so delightful, and the peace and quiet of the woods so appealing, many took it upon themselves to establish regular winter homes upon the outskirts of the city. In the days that were, Thomas County boasted of some of the finest Colonial mansions in the South. The great change in wealth and prosperity of Southern Agriculture, and the passing on of the older members of these aristocratic families, left their homes vacant, their estates grown up in weeds, and the fabric of home life in a state of decay. Realizing the possibilities of restoring these old places (lead perhaps by the late Colonel Oliver H. Payne, of New York, when he bought "Greenwood," pronounced by the late Stanford White, as one of the finest examples of Colonial architecture in America) they were bought up by Northern

people and reconstructed to meet the present needs of their owners.

Today, Thomasville lists as regular winter residents such familiar names in the category of America's elite as Harry Payne Whitney, John D. Archbold, Jr., Cleveland H. Wade, George F. Baker and Charles M. Chapin, and other prominent Americans.

For the sportsman who loves fine horses, for one who thrills at the sound of fluttering quail, and has a sincere appreciation for the Pointer or Setter at work in the field, Thomasville has no rival. There are magnificent bodies of virgin Georgia pine, wooded lanes at every turn banked on either side with shrubs that perfume the air, and make the early morning or late afternoon ride astride the favorite mount a pleasure that only one who has been along these trails can understand. Thousands of acres of woodland and fields inhabited with numerous covies of quail furnish all the sport that even the most ardent hunter could desire.

While the writer has lived in the South all his life he cannot imagine anything more pleasing than to know that a delightful home with all the comforts of the one back East or West, as the case might be, was ever ready for occupancy at Thomasville when the cold winter days set in. A home set among stately Georgia pines, majestic oaks, and myriad lovely flowers and shrubs which nature has so abundantly bestowed upon this section around Thomasville is really a picture setting for the house of Charles M. Chapin, Esq., of Syracuse, New York.

The house that Delano & Aldrich, architects of New York City, designed for Mr. Chapin is a sympathetic adaptation of fine Colonial precedent, per-



Entrance Front, The Chas. M. Chapin House, Thomasville, Ga.

haps inspired by the early work in Connecticut. Its simple dignity, excellent proportion, and serviceable plan stand out as a tribute and acknowledgment to the talent and ability of its designers. The material used is common brick, painted white, and the roof of dull green slate is in perfect harmony with the white walls and wood trim. Five exceptionally well proportioned dormers break into the roof line between the two end wings. Shutters, nicely panelled and painted an olive green are used for the window openings. The lintels are of limestone. A simple iron balustrade incloses the living porch and the

same material serves as a hand rail for the entrance steps. The writer has seen the house on a bright summer day when the shadows cast upon the white walls and dull green roof were a positive delight to the eye.

In its exterior design the house has a beauty of scale and taste in detail which is beyond criticism. In a word the most striking characteristics of both exterior and interior of this house is the perfection and restraint of detail. These qualities are manifest in the design of all mouldings used in the wood interior trim, in the fine simplicity of the staircase, in the delicacy of the panelling in the library, in the



HOUSE OF CHARLES M. CHAPIN, ESQ., THOMASVILLE, GA.
DELANO & ALDRICH, ARCHITECTS

Photos by Tebbs & Knehl, Inc., New York City.

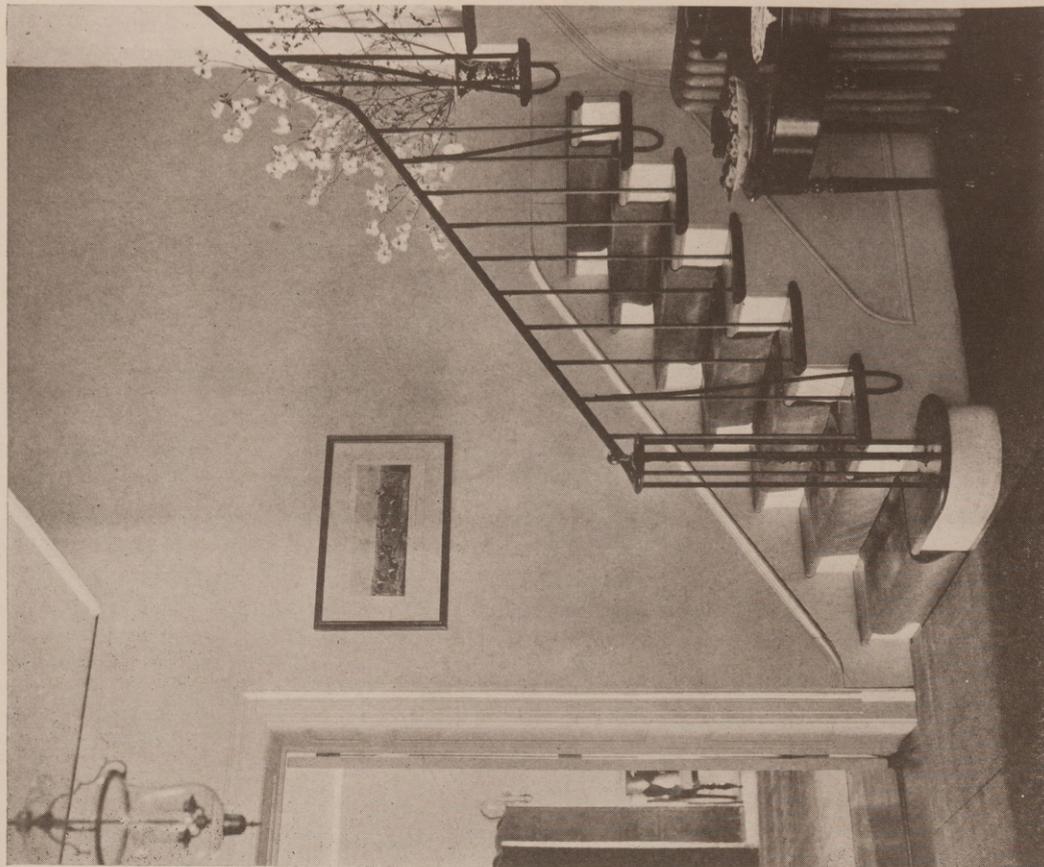


Front Elevation Detail, The Chas. M. Chapin House, Thomasville, Ga.

hominess of the living room, and the simple Colonial mantels throughout the house, as well as the choice of wood painted white for the ceilings. The house is a rare combination of richness without ostentation, simplicity without dumbness, and a fidelity to tradition that make it one of the finest houses in the South.

This article would only be half complete should we not say something of the delightful group of farm buildings which are attached and form an integral part of this estate. Upon entering the long drive leading up to the house from the roadside naturally your eyes cast a sweeping glance over the

entire panorama before you. The main house is the first attraction but no sooner have you seen the house than your attention is drawn to a group of small white buildings to the right. These buildings are the stables, barns and other service houses. The exterior walls are of common brick painted white, and the same simple design which characterizes the main house has been carried out. In the choice of materials, in the simple design, and in the groupings of main house and service buildings there is complete harmony. A brick wall perhaps ten feet high also of brick and painted white has been used in a most pleasing way to connect the service buildings.



STAIR DETAIL



CORNER IN DEN

HOUSE OF CHARLES M. CHAPIN, ESQ., THOMASVILLE, GA.
DELANO & ALDRICH, ARCHITECTS

Some Thought on the Attached Garage

THE private garage, asserting itself in the construction of almost every new home built, presents a problem with most interesting angles. There is the architectural problem, the appearance, utility and cost, and there is the fire hazard.

Granting that the prospective home owner owns a machine, the proper housing of that machine becomes a problem for architect and builder. How great that problem is can be judged from the fact that statisticians estimate that this year will see the construction of two hundred and seventy-four thousand private garages. If those garages only average in cost one hundred dollars each, the total amount to be invested in automobile housing would amount to approximately twenty-seven and a half million dollars. As a matter of fact, we can probably safely say that more than sixty million dollars will be spent this year on private garages. The question then very naturally arises, "How can this immense sum be spent to the best advantage?"

We are an ease loving people. The chilly journey across the yard to a cold garage, does not appeal to us on a winter's morning. We object to a dash into the rain storm, fumbling with a garage lock. Then heating a detached garage is a problem.

For a detached garage, a separate heating plant is almost a necessity to keep the car in proper working order and to prevent its paint from checking. If any machine can make a more pitiful plea for help than a self starter in an unheated garage on a zero morning, it is unknown to us. Any experienced driver will tell you that you are laying up trouble for yourself when operating an automobile under these conditions.

But there is also an aesthetic side to this rapidly shifting position of the garage. No matter how well the detached garage may be designed, it is sure to detract more or less from the appearance of the backyard. When planning a garden, this building and the driveway to it always constitute a problem. If placed near the house or made a part of the house, the entire rear of the lot is left free for the development of the garden.

Originally the garage was a separate unit, much as the stable used to be. Unfortunately, however,

Note: This article recently appeared in the "Metal Lath News" and finding so much meat for mental thought we have taken the liberty of reproducing it in its entirety.

as automobiles became more numerous a tendency arose to house them in a type of overgrown woodshed. The old stable was usually designed in harmony with the house but the portable garages and the sheds for automobiles began to arise in every locality, producing many eyesores for the aesthetic observer.

Attached garages may be grouped in three distinct classes.

A building which is similar in most respects to the separate garage, but which is placed against the house.

An attached garage which is actually designed into and made a part of the house.

Basement garages.

In the case of the attached garage which is placed against the house, the problem is a comparatively simple one, as far as design and construction is concerned. Usually the garage becomes a wing jutting out from the rear of the house and merely separated from it by a wall of high fire resistive quality. Many codes require that this wall be carried up as a parapet, 18 inches above the roof of the garage.

Often, however, this type of garage is placed on a wing at the side of a home and forming part of the architectural treatment of that home. This method has several advantages. It makes the house seem much larger than it actually is and eliminates the driveway from that portion of the lot behind the house.

In many instances, however, our modern, narrow city and suburban lots will not allow this type of treatment particularly if a two or three car garage is desired.

Of particular interest to the builder and home owner is the fact that through this means, the garage may be attached to the house, with all the advantages that entail, at very little if any extra cost over the separate garage of like construction and architectural detail.

It was only natural, however, when the above type of garage was planned, that the architect or owner would realize that it presented an opportunity to obtain extra second story floor space at a low cost per square foot. It would be unnecessary to dig a basement under this portion of the house and the cost of running the walls up to the second floor would be included in the cost of the garage. Hence, today, we find in even modest homes, the garage

being built into the house with sleeping rooms above the garage and easily accessible from the house.

In many localities in which there is a heavy slope to the lot, or the house is built at a level considerably above the street grade, the garage is placed in the basement. Under the terrain conditions outlined above, this is most logical as it gives all the convenience of the attached garage and at the same time makes use of basement space which is often wasted in homes.

Fireproofing an attached garage is necessary, naturally. The National Board of Fire Underwriters have furnished a Code of Suggested Ordinances for Small Municipalities. The recommendations of such an authority are as nearly final as one many find. Herewith is the code:

Section 4. A private garage may be located beneath or attached to a dwelling, providing the following regulations as to its construction are rigidly complied with:

(a) The floor and ceiling construction above the garage when it is located beneath the building or the roof when the garage is attached to the building, shall be unpierced and shall have a fire-resistance of one hour based upon the Standard Specifications for Fire Tests of Materials and Construction.

(b) Walls and partitions shall be of such construction as will meet requirements of the one-hour test as above specified.

Note—A minimum type of floor and ceiling construction which it is believed will meet the requirements of the specified test would be constructed as follows:

Two-inch floor joists spaced on not more than 16-inch centers and properly bridged. Overhead flooring double of $\frac{7}{8}$ -inch rough and finished floor boards with a layer of asbestos or other non-flammable floor felt between. Ceiling of heavy metal lath and Portland cement or gypsum plaster not less than $\frac{3}{4}$ inch thick, the metal lath to be attached to the joists by 6 penny nails driven nearly home and heads turned over against the lath, the lath to be bent down 6 inches along the walls on all sides and securely attached to same. Expanded metal lath should weigh not less than 3.0 lbs. per sq. yd.

For walls and partitions any construction meeting the test qualifications should be approved. In absence of test records proving that less thickness of material may be employed the following may be accepted: Brick, hollow tile, concrete block or

gypsum block, 4 inches thick, or reinforced concrete 3 inches thick. The foregoing incombustible constructions are recommended.

The minimum construction meeting the requirements for walls would be a back-plastered Portland cement stucco on heavy metal lath attached to wooden studs spaced on 16-inch centers with metal lath and $\frac{3}{4}$ inch Portland cement or gypsum plaster on the inside surface. For partitions, $\frac{3}{4}$ -inch Portland cement or gypsum plaster on metal lath on each side of stud construction as above specified may be accepted as fulfilling the requirement.

(c) All doors and windows with their sash and frames shall be of standard fire-proof construction and glazed with wired glass.

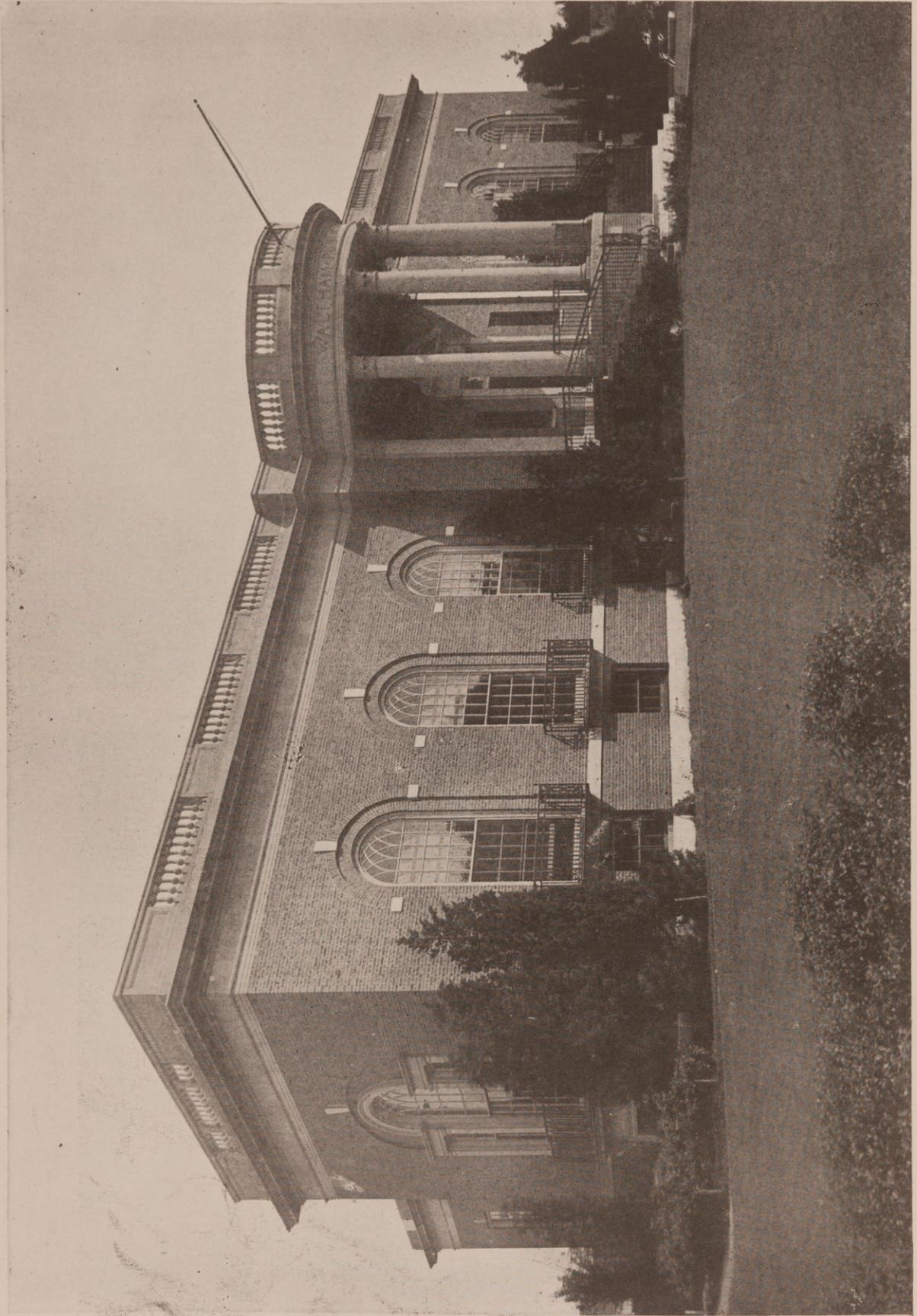
(d) Openings from dwellings into garage shall be restricted to a single doorway; such openings shall be protected by a standard swinging self-closing fire door with approved fire-resistive frame and hardware. No glass shall be permitted in such door.

(e) When doorway connects directly with a cellar or basement on the same or lower level in which there is any heating device or gas fixture, it shall have a sill raised at least one foot above the garage floor level; or the doorway shall lead into a vestibule from which a second door connects with the cellar or basement.

(f) Garage floor shall be of concrete or equal fire-resistive and impervious material and shall have a slope sufficient to permit natural drainage of gases, oil and water to the outside.

(g) Separate means of exit from all dwelling quarters in such buildings shall be provided; such exits shall be separated from the garage section by a partition having a fire resistance of one hour based upon the Standard Specifications of Fire Tests of Materials and Construction. The Building Official shall also have the power to require the construction and maintenance of outside stairways or fire escapes wherever he shall deem the same essential for safe exit in case of fire.

(h) There shall be no stove or forge in any private garage except in a heating room thereof, which heating room shall be separated from every other part of the garage by partitions having one hour fire resistance fitted tightly to floor and ceiling. There shall be but one door to such heating room, which door, unless opening from the exterior, shall be self-closing standard fire door closing against a sill not less than 12 inches above the floor at the foot of the door.



WALTHAM PUBLIC LIBRARY, WALTHAM, MASS.
JOSEPH D. IELAND, ARCHITECT

Photos by John Wallace Gillies, New York City.

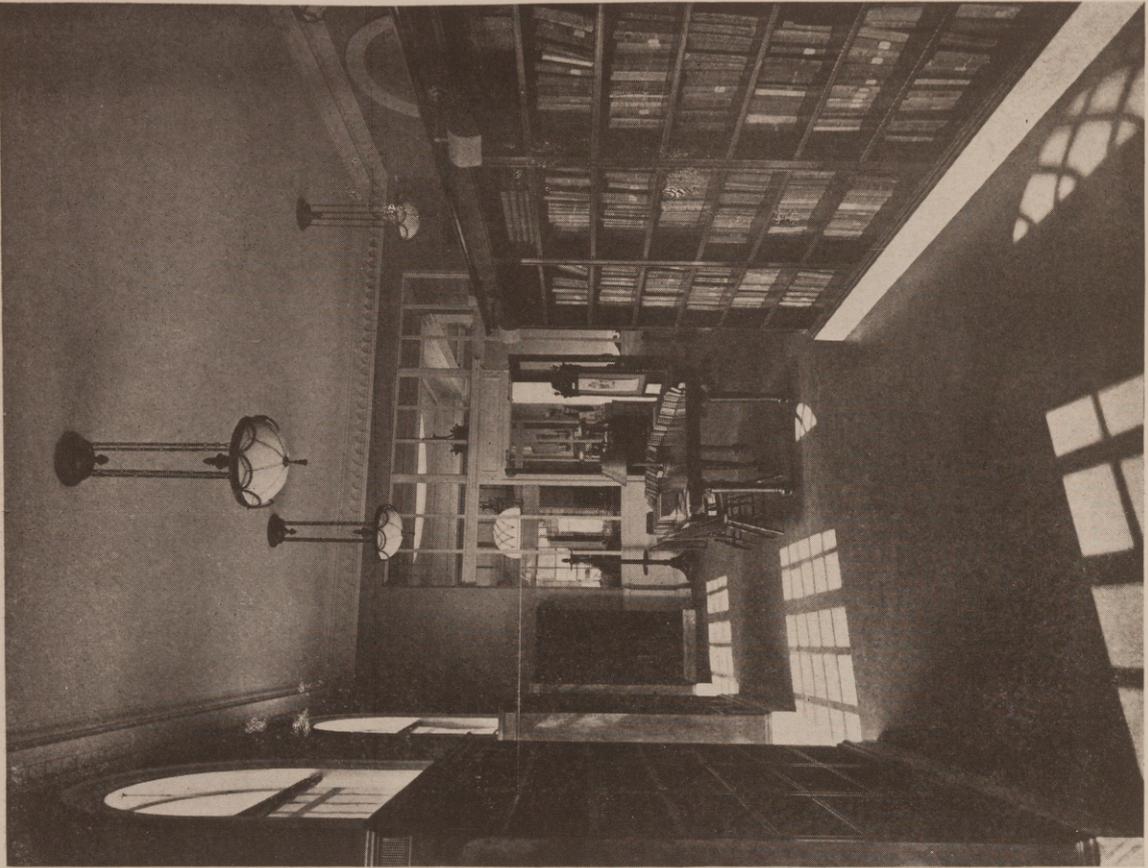


LECTURE HALL ENTRANCE

WALTHAM PUBLIC LIBRARY, WALTHAM, MASS.
JOSEPH D. LELAND, ARCHITECT



MAIN ENTRANCE DETAIL



REFERENCE ROOM



SERVICE DESK

WALTHAM PUBLIC LIBRARY, WALTHAM, MASS.
JOSEPH D. LELAND, ARCHITECT



READING ROOM



CHILDREN'S ROOM

WALTHAM PUBLIC LIBRARY, WALTHAM, MASS.
JOSEPH D. LELAND, ARCHITECT

House of A. W. Stauffer, Esq., New Orleans, La.

ARMSTRONG & KOCH, *Architects for Restoration.*

THIS early example of Southern Domestic Architecture was built some time in the early nineteenth century by a sugar-planter of an up-river parish. The house was built with a Greek colonnade on a square plan, raised from the ground, and finished with a gambrel roof. Throughout the years this old house stood amid the shadows of ancient spreading cedars, black cypress, weeping willows, and royal palms. Gradually its gardens of wide fame, its beautiful magnolias, and spacious lawns and the house itself suffered encroachment of the commercial district which steadily spread its devastating hand over the estate.

With the passing away of the original owner, however, his heirs decided to divide the property into city lots, and the house was bought by its present owner, Mr. I. W. Stauffer. Under the sympathetic and guiding hand of Armstrong & Koch, well known New Orleans architects, it was carefully dismantled and actually moved about nine miles to the property adjoining the country club.

Unfortunately, many a fine old masterpiece of our early American architects or carpenter builders, have suffered pitiful slanders in the hands of in-

capable restorers. The architectural unity of many a building has been destroyed and its character completely lost. Thanks to Messrs. Armstrong & Koch, this has not been the case with the Stauffer house. The house was reconstructed along the original lines, and it still retains its old-time air of dignity, solitude, elegance and distinction, that is unsurpassed by the highest class of modern work.

A flag stone walk bordered with perennials leads up the veranda steps on the front. The exterior treatment as a whole is one of harmonious proportion. A spacious veranda runs the full length of the house and is continued around both the right and left sides. Greek columns of the Doric order support the veranda roof with a frieze of repeated triglyphs. Three well designed dormers break into the gambrel roof. Originally there was a railing around the deck roof, of unusual design, which unfortunately was destroyed in a storm some years ago and has never been replaced. At either end two massive chimneys grow out of the roof. In the gable ends are beautifully proportioned and executed Palladian windows. The massive entrance



Photos by Tebbs & Knell, Inc., New York City.

FRONT ELEVATION
HOUSE OF I. W. STAUFFER, ESQ., NEW ORLEANS, LA.



LIBRARY



DETAIL OF HALL

door evinces a careful study in Greek detail, and with its hand forged knocker and lock perpetuates the cordial welcome to visitors that was once its original owner's delight. On either side of the entrance doorway are two window openings that run to the full length of the floor, with quarter shutters that can be opened and when the lower window sash is pushed up forms a door opening out on the veranda. The exterior walls are of whitewashed brick, and the gable ends of cypress.

For more convenient usage the original interior plan was slightly changed. One of the most interesting features of the interior is the way in which the small hall connects the main hall with the living room. This living room was originally on the axis of the house, with the fireplace facing the front door. Though this made an interesting plan, it was wasteful and made an awkward chimney on the rear; so in rebuilding, this room was shifted over to give space for a dining room, and the queer L-shaped rooms were divided among stairs, pantry, baths, etc.

All the mantels are of the original house; the most beautiful, perhaps, that graces this old home



NURSERY

is the one in the library, where it stands the embodiment of good proportions and well planned paneled woodwork and moldings, a harmony of design. The book shelves built into the walls at either side of the mantel are very appropriate and quite in harmony with the plain, simple treatment of the paneled wall surface. Under the book shelf at the right of the mantel is a wood closet enclosed by two nicely paneled doors. On either side of the beautifully carved doorway leading from the library to the dining room are other bookshelves with seven tiers, and in depth equal to the distance from top of the doorway to the baseboard. The same beautifully carved doorway seen in the library is carried out throughout the house. One of the most interesting features might be mentioned, is the deeply recessed French doorway leading out from the nursery onto a balcony with a charming view of the gardens and surrounding country. The floors have been duplicated just as appeared in the original house. Hardwood floors laid in random widths with filler in between each strip has been used, as was the custom in the old days.

This house is without reproach in its interior details and is an excellent example of the early plantation houses of the Greek Revival in Louisiana.

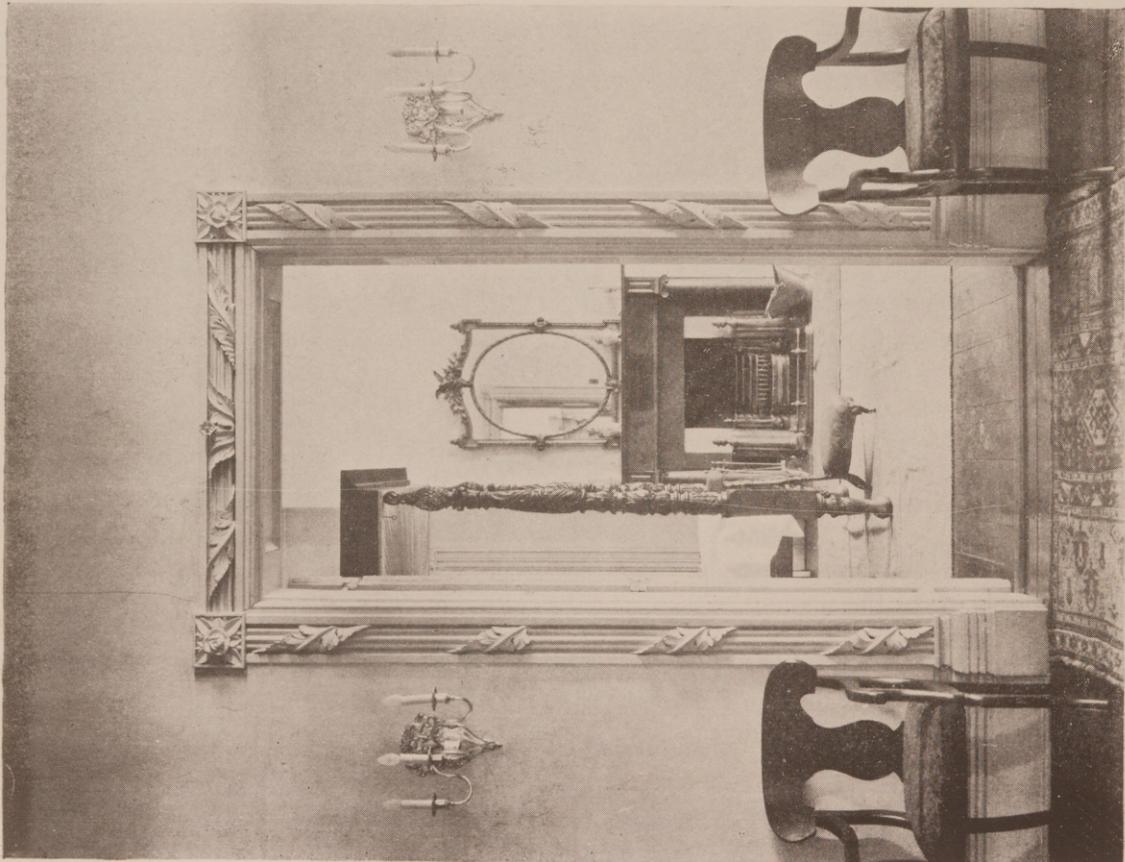


WINDOW DETAIL



DETAIL IN LIBRARY

HOUSE OF I. W. STAUFFER, ESQ., NEW ORLEANS, L.A.
ARMSTRONG & KOCH, ARCHITECTS FOR RESTORATION



DOOR DETAIL

Power Plant Design

WHY should a power plant be ugly? If it comes to that, why should any building be ugly? To design a structure that will fulfill its purpose and also please the eye, without excessive cost—that is the architect's job. Unfortunately it is a job that is not always carried out. Industrial buildings are doubtless the worst instances. A contributor to *Power Plant Engineering* (Chicago) calls particular attention to our power-houses and puts in a plea for greater architectural beauty in their design. He has seen at least one lovely example, and he begins his article by telling us how it burst upon his sight—a vision of ecstasy. We read:

"One night, several weeks ago, as I was traveling from New York to Chicago on a New York Central train, shortly after leaving Albany and getting into my berth, I raised the shade and watched the country-side flash by through the night. Suddenly, the darkness was broken and there shot into view a dazzling white structure, beautiful in proportion and outlined against the darkness like a white-hot ingot. Below, the reflection of the floodlighted building lay inverted in the still waters of the Mohawk. The effect was marvelous. That fairy-like white structure glowing against the dark sky must have impressed itself unforgetably on the minds of every one that saw it. And to one, who for many years has been interested in power-plant work, it is gratifying to know that this building was a power-plant—the Amsterdam Power Station of the Adirondack Power and Light Corporation.

"But power-plants possessing such marked architectural beauty are rare; in fact, power-plants with any attractive architectural features at all, however weak, are the exception rather than the rule. The reason for this is not difficult to find. During the past forty years the power-plant industry has grown from nothing to perhaps the first industry in the land. It has progressed so rapidly that those engaged in it have been required to concentrate all their attention on the mechanical developments.

"Another factor that perhaps is responsible for the absence of architectural beauty in American plants is the almost absolute influence of the engineer over the design and construction of such structures. The long education in art indispensable to the architect and the specialized technical training of the engineer, apparently, can not be held by one mind. While the architect and the engineer often collaborate, they more often ignore each other and, when this occurs, the work suffers. Power stations are almost wholly mechanical and it is only natural that the requirements demanded by the engineer be satisfied completely without subordinating them to the demands of the architects.

"Of course, it may be argued that because power-plants are usually built in manufacturing districts, any effort or money spent in beautifying them would be lost. Yet, beauty in architecture does not necessarily mean great expense. What is more important than adornment is correctness of proportion and symmetry, both of which are attainable in a power-plant structure."

Stones in the Tribune Tower

THE new tower building of the Chicago Tribune, that beautiful Gothic pile that rises 473 feet above level, will never cease to be one of the wonder buildings of American architecture. From the moment of its inception as a mere idea, through the period of its planning when its shape took form in the prize winning design submitted by John Mead Howells and Raymond M. Hood, the structure has held the attention of the building world as no other has done in a decade. Now attention that it has been completed minor facts and details are beginning to become known, notably among them something of the many and varied materials that entered into its construction and decoration.

The exterior of this beautiful Tower is "Old Gothic" Indiana limestone. All of that part of the tower above the 25th story contains approximately 125 car loads of highly carved and ornamental stone. The interior, finished for the most part in Travertine marble and mahogany, oak and statuary bronzes and antique plaster, also contains a wealth of stones, many of them from other buildings, historical places, shrines and universities. This list follows:

A stone from the old general postoffice building, Dublin, Ireland.

A stone from Hamlet's Castle, Helsingor, Denmark.

Part of Japanese lantern from the shrine of Hibija Daijingu, Tokyo, Japan.

A stone from Princeton University, Princeton, N. J.

A stone from the old chapel at Yale University, New Haven, Conn.

A stone from Westminster Abbey, London, England.

A stone from Edinburgh Castle, Edinburgh, Scotland.

A stone from the oldest part of the building of the Cologne Cathedral, Cologne, Germany.

A stone from one of the gables of the windows of a chapel in the nave facing south in Notre Dame Cathedral, Paris, France.

A stone from Taj Mahal, Agra, India.

A stone from Trondhejm, Cathedral, Norway, 1200 A. D.

A stone from the Great Wall of China from that portion to the southwest of Nankow Pass.

A stone from the Parthenon on the Acropolis, Athens, Greece.

Stone from the Royal Castle, Stockholm, Sweden.

Stone from Fort Santiago, Cuba.

Stone from Lucia Barracks, Manila. Also a stone taken from an old Chinese graveyard which was brought as ballast by Spanish ships at the be-

ginning of the 17th century.

Stone from Fort San Antonio Abad. This fort was a target for Admiral Dewey's bombardment in 1898.

Carved Marble post from bridge of the Forbidden City, Peking, China.

Yellow tile from the winter palace, Peking, China, erected in the 18th century.

Green tile from the roof of a temple in the Forbidden City, Peking, China, 15th century.

Carved Guardian Angel from the ruins of an ancient temple in Honan Province, China.

Carved stone from Cologne Cathedral, Germany.

Four stones from the battlements of the Fortress Ehrenbreitstein, Rhineland, Germany.

Stone from the Senate Press Gallery, Washington, D. C.

Stone from the citadel (David's Tower) Jerusalem.

Stone from Luther's Wartburg Castle.

Stone from Byron's Castle of Chillon.

Stone from Massachusetts Hall, Harvard University, Cambridge, Mass.

Piece of Cornice from the ruins of the Santo Domingo monastery and church, Old Panama.

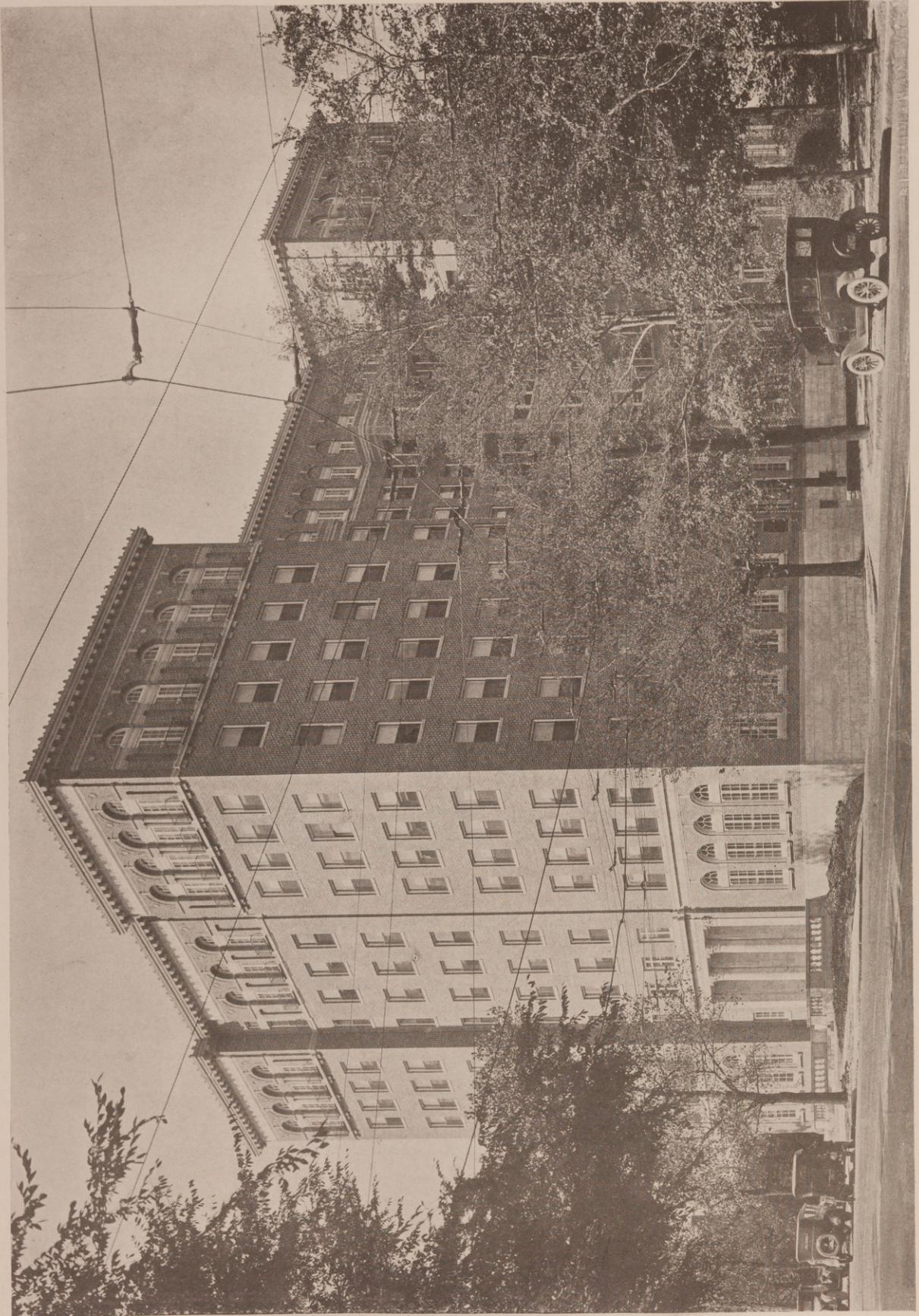
Stone from Santa Sophia, Constantinople. About 548 A. D.

The New Steel Construction

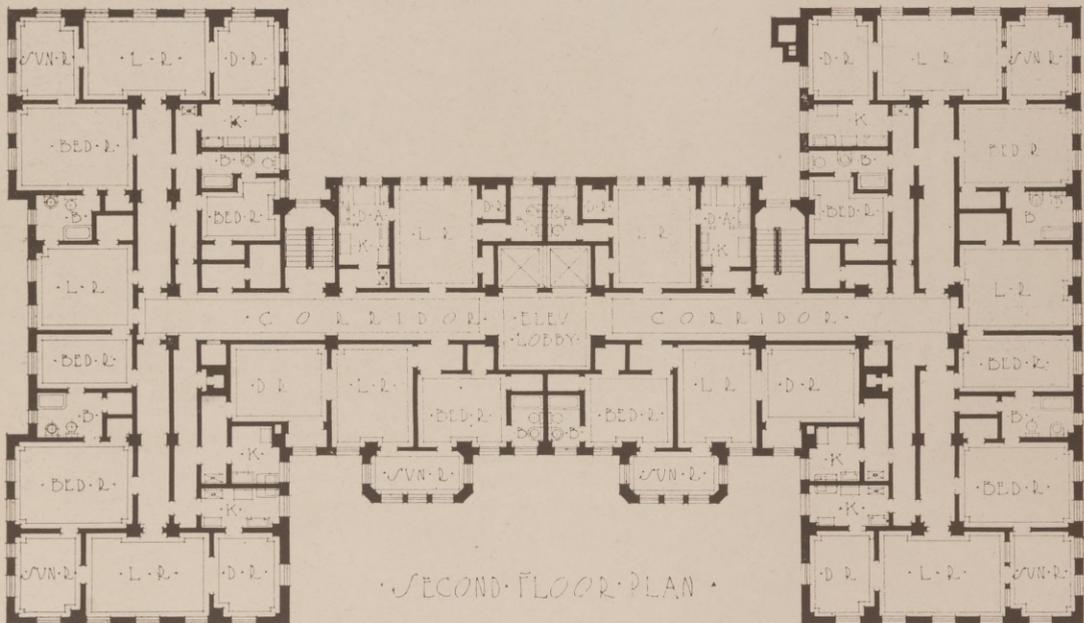
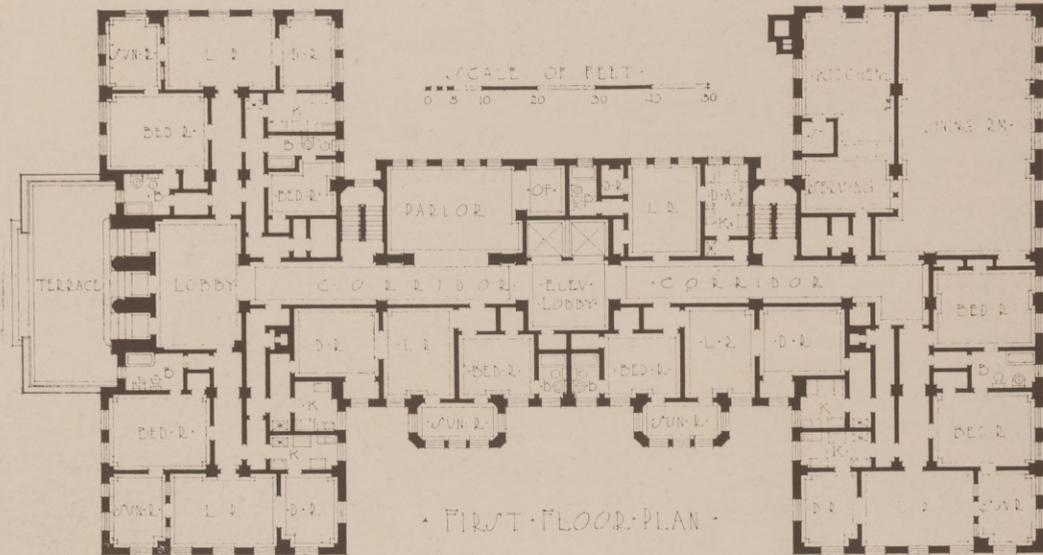
A NEW era of structural steel erection, which promises to save millions of tons of steel yearly and heralds the death of the nerve-racking riveting hammer has made its appearance with the development of arc-welded structural steel buildings.

Contracts have been let for two such buildings by the Westinghouse Electric & Manufacturing Company. The five-story building at Sharon will be the largest arc-welded or rivetless building in the world and is the first practical application of arc-welding to the building of multiple-storied structures. It will be the first building in the world with all joints and members designed for arc-welding. It is a radical departure from previous practice in that practically none of the members could be joined except by arc-welding. Its cost will be about \$275,000. The one-story East Pittsburgh structure is notable in that it is being erected partly of scrap roof trusses, a feat economically unfeasible heretofore.

Arc-welding as applied to the erection of structural steel has been in process of development by Westinghouse engineers co-operating with the American Bridge Company for some time during which tests conducted in the Carnegie Institute laboratories of material prepared by Westinghouse arc-welding engineers has developed the fact that arc-welded joints were stronger than riveted joints, and were, in fact, stronger and more resistive to pressure and stresses than the adjacent beam. It was also found that the saving in steel effected in arc-welded structures was considerable, because of the elimination of the thousands of plates and angles necessary in riveted building and because lighter beams could be used. In the Sharon building, where approximately 700 tons of steel will be used, there is 100 tons less steel than would be necessary if the structure were to be riveted. This alone means a saving of about 12 per cent in steel cost.



HIGHLAND PLAZA APARTMENTS, BIRMINGHAM, ALA.
DENHAM, VAN KUEREN & DENHAM, ARCHITECTS



PLAN OF HIGHLAND PLAZA APARTMENTS, BIRMINGHAM, ALA.
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ENTRANCE DETAIL
MASSEY APARTMENTS, MACON, GEORGIA
HENTZ, REID & ADLER AND W. L. FELCH, ASSOCIATE ARCHITECTS



MASSEY APARTMENTS, MACON, GEORGIA
HENTZ, REID & ADLER AND W. L. FELCH, ASSOCIATE ARCHITECTS

Uniform Symbols for Sanitary Plans

ONE of the greatest steps forward in the matter of standardization in the Building Industry has recently been taken by the National Association of Master Plumbers. In formulating and adopting a series of logical symbols for marking plans wherever sanitary installations are to be shown meets a really great need in the industry.

At present nearly every architect's office and every sanitary engineer's office has a different method of indicating the plumbing installations on their plans let out for bids. Many plans are so indefinite that it is practically impossible for two separate estimators to arrive at the same conclusions. Both estimators may be practical and experienced master plumbers, and the architect or engineer who drew the plans undoubtedly had a single intention in mind at the time, but no two men would interpret the plans in the same way.

The result is, first, added time and physical effort in making the estimates, and, second, the increased possibility of costly mistakes. Both of these effects are really unnecessary and with the adoption of the new symbols by every drafting room in the country these bad effects will be eliminated once and for always. It is not contended that the architect can lay out a sanitary installation in a manner that will materially assist the master plumber who must estimate the contract. Only the sanitary engineer is capable of preparing detailed plumbing plans. But both architect and sanitary engineer can readily adopt identical markings and symbols for their plans, which in time will become the recognized and familiar standards for all concerned.

The chairman and members of the National

Standardization Committee have given a good deal of thought to this subject. They soon realized, for example, that any standard symbols adopted for the run of plumbing fixtures would have to be susceptible to the requirements of scale drawings. The symbol that might look pretty when drawn at a scale of $\frac{1}{2}$ inch to the foot might make a mere blotch when drawn at $\frac{1}{8}$ inch to the foot. Yet many drawings for large buildings must be at $\frac{1}{8}$ inch to the foot although the vast majority of building plans are on a scale of $\frac{1}{4}$ inch.

The symbols on this and the succeeding pages show the principal standards which have been decided upon by this committee. Many of the symbols are the result of several years of consideration by certain sanitary engineers. All of them have been applied to actual drawings and have proved practicable.

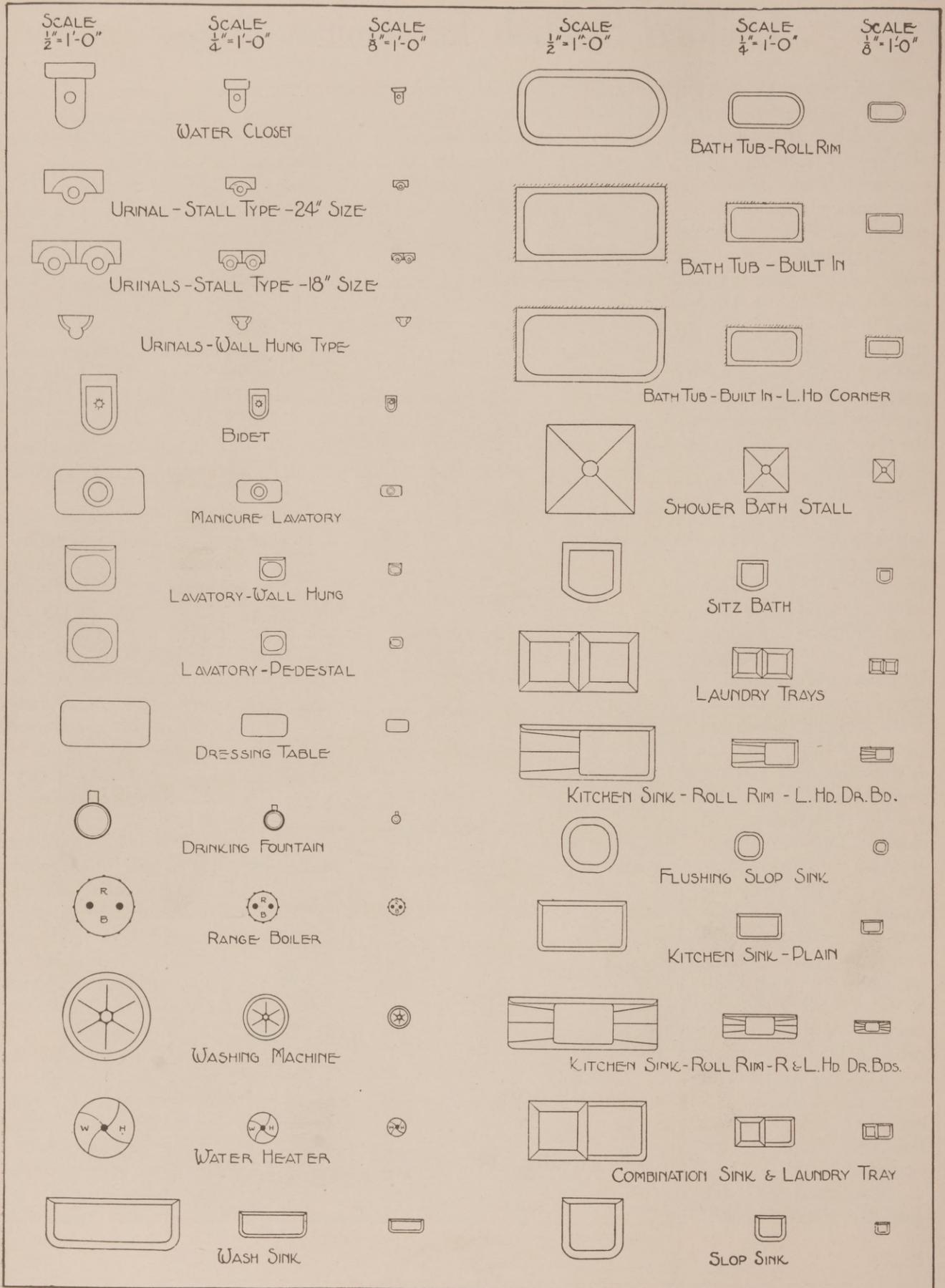
In all instances the symbols are intended to be drawn to the scale measurements of the specified fixtures to the original plans.

Thus the stall urinals may be 18 inches or 24 inches and the plans should show just what the size is to be. Some of the symbols are particularly interesting when examined at a scale drawing of $\frac{1}{8}$ inch to the foot. The symbol for an 18-inch stall is one of these. Even at so small a detail it stands out clearly and recognizable.

Every architect's office should have a set of these symbols and see that they are studied in the drafting room and strictly adhered to in the preparation of plans.

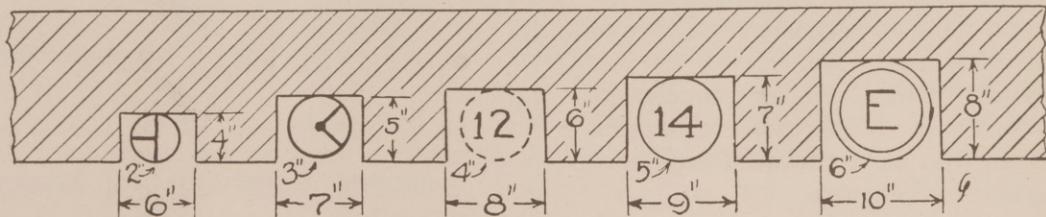
This is one way in which the architectural profession can cooperate with the Plumbing Trades and thus make possible more accurate bidding which will certainly rebound to their own good.

CHARACTER	PLAN
FLOOR DRAIN	 
SHOWER DRAIN	 
GARAGE DRAIN	 
FLOOR DRAIN WITH BACKWATER VALVE	 
REFRIG. DRAIN	 
ROOF SUMP	 
CLEANOUT	 
GREASE SEPARATOR	 
OIL SEPARATOR	 

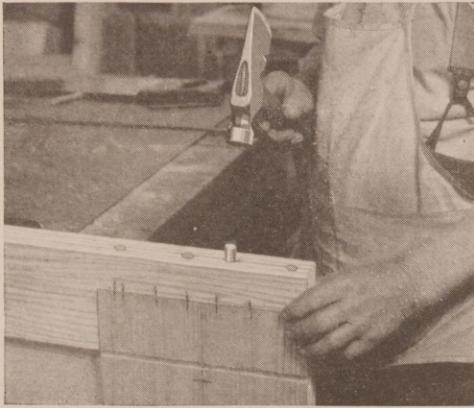


CHARACTER	PLAN	LINE	BAND INITIAL	BAND COLOR
SANITARY SEWERAGE	○	—————	SAN	BLUE
SOIL STACK	⊙24	—————	SS	"
WASTE STACK	⊙17	—————	WS	"
VENT STACK	⊙18	- - - - -	VS	"
COMBINED SEWERAGE	⊕	+ — + — + — + — +	CS	"
STORM SEWERAGE	⊙	- - - - -	STORM	GREEN
ROOF LEADER	⊙E	- - - - -	RL	"
INDIRECT WASTE	⊕	—————>	IW	"
INDUSTRIAL SEWERAGE	⊕	— — — —	IS	"
ACID OR CHEMICAL WASTE	⊕	—————>	AW	"
COLD CITY WATER	◐	- - - - -	CW	WHITE
HOT CITY WATER	◑	- - - - -	HW	"
CIR. HOT CITY WATER	◒	- - - - -	CR	"
CHILLED DR. WATER	◓	- - - - -	DW	"
FIRE LINE	◑	• — • — • — • — •	FL	RED
COLD INDUSTRIAL WATER	◐	•• — •• — •• — ••	CI	YELLOW
HOT INDUSTRIAL WATER	◑	••• — ••• — ••• — •••	HI	"
CIR. HOT INDUST. WATER	◒	•••• — •••• — •••• — ••••	IR	"
AIR	⊙A	- - - - -	A	GRAY
GAS	⊙G	- - - - -	G	BROWN
OIL	●	- - - - -	O	BLACK
VACUUM CLEANER	⊙V	- - - - -	V	CREAM
LOCAL OR SURFACE VT.	⊙	○ — ○ — ○ — ○ — ○	LV	TAN

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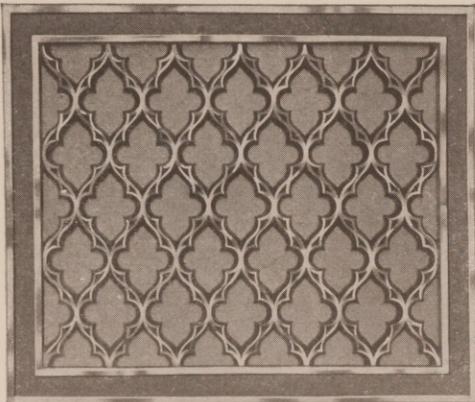
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THE FLORIDA SITUATION.

WIND swept, torn and battered beyond conception, many of her best citizens gone, her property damages mounting into the millions, her flowers and palms twisted and uprooted, her plains covered with wreckage after the most drastic hurricane in history, thus is the situation in South Florida at this writing.

With the same spirit that characterized the whole South during those trying days after the great struggle of the sixties, Florida is coming back, coming back stronger than ever. Typical of this spirit is the sign that hung on a Flagler street shop even before the actual damages could be determined, "Open for business with a smile."

The first utterances of the newspapers were those of "nil desperandum" and the call to a high determination that Miami shall not hesitate an hour in the work of restoration and the forward march to her manifest destiny. These leaders got quick reaction from the permanent business elements and already the work of rehabilitation in the city is going forward with all the energy and agencies employable. By December first there will be few marks upon the business front of the Magic City to tell the observer that a horror spreading hurricane had hammered and scarified it. Only the absence of the luxuriant and beautiful tropical trees and shrubbery will make the former visitor realize that things are not altogether as they were. A year or two will cover that nakedness for nature redresses herself quickly in the tropical areas.

Miami and environs, who bore the brunt of the mighty winds and waters will begin immediately the greatest building program in her history. In July the building permits were over two and a half million, and soaring higher in August they reached a grand total of four million, one hundred and fifty thousand, one hundred and thirty-five dollars. More building materials and articles of equipment will find their way into Florida now than at any period in her unsurpassed development. Florida is not dead, only stunned, and the grim determination that lead the world to her door will bring back even a greater period of prosperity. Her architects, contractors, and engineers are now busily engaged in the work of reconstruction.

THE CHURCH IN THE SOUTH.

IT IS mighty hard some time to break away from custom, to put aside the old idea and take on the new. We are all, as it would seem, victims of the bad habit of following in the line of least resistance. In the Architectural Profession this is true just as in every other business or profession.

Not that we would encourage any drastic or rational change in Ecclesiastical Architecture in the South, yet we do believe that should we return to and follow more closely our Colonial precedent it would be a great step forward in the development of church architecture in this section. Nowhere in America can we find more delightful examples to inspire us than the Independent Presbyterian Church at Savannah, St. Michaels and St. Phillips at Charleston, Christ Church at Alexandria, and many other delightful old churches throughout the South.

Hobart Upjohn, architect of New York, who has done some very excellent work in the South in the field of church architecture, an outstanding example being the Sprunt Memorial Presbyterian Church, Chapel Hill, North Carolina, is now preparing an extensive article on this subject for early publication in the *Southern Architect and Building News*. Mr. Upjohn says, "Without question the Colonial work, especially the gradual development in this country of the Renaissance idea, is of great interest. I personally feel that there is a gradual succession of thought in this type building which, of course, started with the rebuilding of London at the time of the fire and has developed ever since."

COVER COMPETITION.

THE House Beautiful Cover Competition has been an annual event now for the past four years. The announcement of the Fifth Competition offers, in addition to the First Prize of \$500, four Special Prizes of \$250 each, and six Honorable Mention awards. The Student Certificate of last year, is continued this year for the best design submitted by a student in any school of art. The exhibition of one hundred or more of the best designs, which has been a feature of the Competition since the beginning, will be further extended this

OUR IDEA

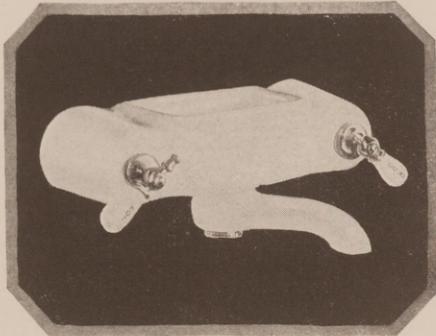


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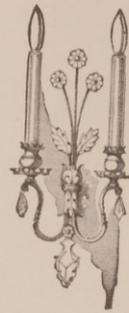
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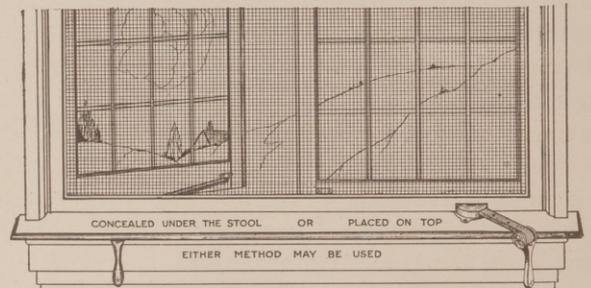
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year, and covers will be shown in all the important cities from coast to coast. The Competition closes January 14, 1927. Full particulars regarding it may be obtained from the Competition Committee, House Beautiful, 8 Arlington Street, Boston, Mass.

SOUTHERN BUILDING SIGNIFICANT.

BUILDING permitted for in August, as reported by 161 cities to "Bradstreet's," reveals a continuance of the sagging tendencies in earlier months from like periods a year ago, but there are enough irregularities shown, as compared with last year, to indicate that some areas, notably the *Central West and South*, still find need of additional construction. The greater part of the decline from a year ago is found in New York City.

These 161 cities issued building permits during August involving an aggregate expenditure of \$306,228,348, a gain of 3.8% over July, but a decline of 8.1% from August, 1925.

For the eight months of the year, building permitted for at 185 cities, including incomplete returns for July and August, has totaled approximately \$2,481,890,000, a decrease of 5.0% from the like period of 1925. Compared with the eight months of 1924, a gain of 9.3% is shown.

THE CHARLOTTE CONVENTION.

SEVERAL hundred Architects, Engineers, Contractors, Sub-Contractors, Material-Men, and Dealers attended the Convention held in Charlotte September 7th, 8th and 9th, and one of the outstanding developments of the Convention was the formation of a permanent organization of the various building and allied trades which is to be known as the *Allied Construction Industry*. This is an original step in the matter of closer co-operation between all the industries interested in the building profession and the objects of this organization are to co-ordinate all branches of the profession, thereby, eliminating waste, promoting a better class of construction on an ethical plane and as a result a saving to the building public. The following officers were elected for the ensuing year and the Board of Directors of the organization will be appointed by them at a later date.

H. E. Longley, President...Wilmington, N. C.

R. H. Bouligny, Vice-President,

Charlotte, N. C.

F. G. Bradley, Secretary.....Charlotte, N. C.

J. D. Wilkins, Treasurer.....Greensboro, N. C.

A Committee composed of Mr. John E. Thayer, and Mr. Merrill Galliher, members of the Board of Directors of this Association, attended the Convention, in which they participated. In a short address, Mr. Thayer outlined the objects and purposes of the Southern Builders' Supply Association, wherein the "definition of a dealer" was given as promulgated by the Association.

In concluding his remarks, Mr. Thayer stated the Membership of the Southern Builders' Supply Association looked with disfavor upon the direct purchase of cement by the State of North Carolina.

Mr. E. J. Harding, of Washington, D. C., Membership Manager of the Associated General Contractors of America, delivered the principal address at the business session, making a plea against "cut throat" methods in the contracting business and urging that contractors should think primarily of "service."

ECONOMY IN ZONING.

MORE than half of the urban population of the United States now lives in zoned cities, according to the Division of Building and Housing of the Department of Commerce. In 1916 the figure was only about one-tenth. There are now 436 municipalities, with a population exceeding 27,500,000, that have zoning ordinances in effect as against six cities, with a population of less than 6,000,000, in 1916.

Zoning seeks to so regulate the use to which buildings may be put, the area of the lot that may be covered and the height of the buildings in different sections of the city, that the land in each district may be used for the purposes to which it is best suited.

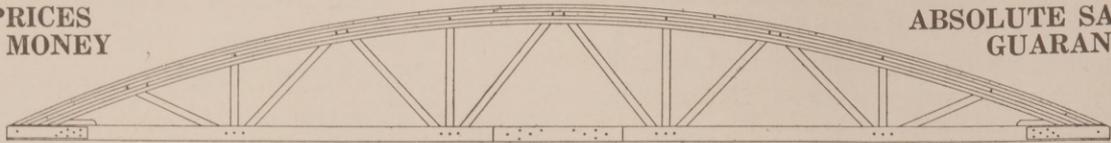
This is true economy, insuring as it does not only against undue depreciation of residential districts, but also that there shall be satisfactory industrial and commercial sites and that buildings shall not be erected only to be torn down before they have served their time solely to meet unforeseen changes in the neighborhood.

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FRIGIDAIRE CAPACITY DOUBLED.

A \$20,000,000 expansion program is being carried out by the Delco-Light Company which will double the capacity of its Frigidaire division, at Moraine City, Dayton, Ohio, within the next few months. The plant will be on the new production basis by January 1, 1927, and 5,000 men will be added to the payroll of the company, bringing the number of employes up to approximately 12,000. The production capacity will be 600,000 electric refrigeration units a year, more than twice the present capacity.

This enlargement provides for the estimated needs for 1927 and is said to be only the beginning of the \$100,000,000 expansion program which the General Motors Corporation is prepared to put through if necessary to meet the demand for household and commercial electric refrigeration. Of the \$20,000,000 being spent, \$5,000,000 will be put into additional buildings which will add about 36 acres to the plant, the total up to 68 acres, \$7,000,000 worth of machinery will be installed and \$8,000,000 will go into raw materials.

HANDBOOK ON THE JUNIOR BEAM.

A NEW booklet on a new building construction product, the J & L Junior Beam, is just off the press. It is issued by the Jones & Laughlin Steel corporation, Pittsburgh, Pa., to furnish builders, engineers and architects with working tables and other data in the application of the new Junior Beam to all uses in construction, especially for floors and roofs in office buildings, hotels, hospitals, schools, apartments, farm buildings, garages and other large structures, as well as dwelling houses. The booklet, which is called Bulletin No. 2, contains fifty-five pages and is a complete handbook on the new structural product, which is a rolled steel beam, not fabricated, welded, or otherwise worked upon after its initial rolling.

One of the features of the booklet is a letter from Prof. Milo S. Ketchum of the University of

Illinois, reporting the very favorable results of tests of the new beam made by him. Other features are complete description with illustrations showing manner of support, use for floor beams as roof purlins and rafters, suggested specifications, tables of spacing and safe loads and fabricated details.

The new J & L Junior beam has been hailed as a possible factor in hastening the era of the "all-steel" house and this feature, it is understood, is being carefully studied by the Jones & Laughlin engineers, who will shortly have valuable data available on this application of the new structural product.

PUBLISHER'S STATEMENT.

Of the ownership, management, etc., of the SOUTHERN ARCHITECT & BUILDING NEWS, published monthly at Dalton, Ga., Business Office at Atlanta, Ga., required by the Act of August 24, 1912.

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H. E. HARMAN, JR., and Trust Co. of Ga., Owners, Atlanta, Ga.

E. R. DENMARK, Editor, Atlanta, Ga.

H. E. HARMAN, JR., Business Manager.

No bondholders or other security holders.

(Signed) H. E. HARMAN, JR., Publisher.

Sworn to and subscribed before me this the 28th day of September, 1926.

MYRTLE E. MOORE,

Notary Public, Georgia, State at Large.

My commission expires Feb. 16, 1930.

Frank P. Milburn, architect of the firm of Milburn & Heister, Washington, D. C., died suddenly on Tuesday, September the 21st. He had been in failing health for some months but death came very unexpectedly. Mr. Milburn's firm is well known throughout the country, having designed many of the federal buildings in Washington as well as in foreign countries.

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