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South African Architectural Record: Journal of the Transvaal, Natal and Orange Free State Provincial Institutes of South African Architects and the Chapter of South African Quantity Surveyors

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the south african architectural record

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Volume Seventeen Number One, January Nineteen Hundred and Thirty Two.



'BLOOMSBURY'

From a drawing by Muirhead Bone in the 'London Perambulator' by James Bone, published by Jonathan Cape Limited

the south african architectural record

Volume Seventeen Number One. January Nineteen Hundred and Thirty Two

the year in review.

Architecturally the past year has been somewhat uneventful. One or two important competitions have however taken place.

Early in the year the result of the Johannesburg Public Library Competition was made known, Mr. John Perry of Cape Town being the successful competitor. The Colonial Mutual competition, Durban, was won by Mr. Gibbon ; the Klipspruit Native Township lay out by Messrs. Kallenbach, Kennedy and Furner.

In spite of the depression in other parts of the world, the country has been passing through a building boom and very many new buildings have been erected in the more important towns in the Union. In Pretoria, the Reserve Bank, by Sir H. Baker and Fleming, and the South African Mutual building by L. McConnell on Church Square, have been completed and the new Standard Bank, by Stucke and Harrison, is well under way. The fine Technical College in Church Street and the Voortrekkers Hall, both by Mr. Gordon Leith are noteworthy additions to the City, and the foundation stones of the new Town Hall by Mr. J. Lockwood Hall have been laid.

In Johannesburg, a large number of business premises and flats have sprung up, some of them already being landmarks in the city. The new Railway Station is rapidly growing, although the luggage gantry, presumably carried out by the engineering department is rather unfortunate.

In Cape Town the fine new Reserve Bank by Mr. James Morris is nearing completion and Barclay's Bank by Sir H. Baker is steadily making progress in Adderley Street.

A tremendous boom in theatre building has taken place during the year. The Alhambra, Cape Town and the Capitol, Pretoria, by Mr. P. Rogers Cooke, are reminiscent of the latest American development in this respect. The two Plazas at Pretoria and Johannesburg by Messrs. Kallenbach, Kennedy and Furner are very Continental in character.

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In spite of all the work being done, one still feels that a great deal of improvement in our standard of architecture is desirable. The jerry builder still runs riot with disastrous results.

In Johannesburg, with its more or less unsettled population and the atmosphere of "here to-day and gone to-morrow" this is to be expected, but in Cape Town the muddles that are going on are really unfortunate.

If there is one city in the Union that has an architectural tradition it is Cape Town, but a recent visit to the city depresses one. Johannesburg is usually looked upon by the rest of South Africa as lacking in culture, but after visiting Cape Town one feels that we can now begin to boast a little. In spite of the fine standard of domestic work in Cape Town and the one or two well designed buildings in the City being turned out by a few capable architects, the effect is almost entirely lost owing to the amazing heterogenous mass of bad work that surrounds them.

Scenically, the Cape Peninsula is one of the most beautiful things in the world, architecturally it is becoming one of the worst. Why is this, one wonders !

That a population which prides itself on its culture, and its well established societies and institutions, should tolerate all this is difficult to understand. The local authorities appear to be to blame in the first instance.

There seems to be no control over the standard of design or construction in some of the shoddy work being erected. Instead of a coordinated system of development, they are still permitting a haphazard growth. The oldest historical monument in the City, the Castle, one of our most cherished possessions, is being more and more encroached upon by an amazing tangle of railway lines and ramshackle buildings.

The beautiful mountain side is being steadily ruined. The superb De Waal drive, such a joy to dwellers in the north, with its wonderful views, is slowly being hemmed in by buildings of the worst slum type. The view from Devil's Peak, which took one's breath away, is now only at its best at night when a fairyland of lights is to be seen.

Even Newlands Avenue, the envy of visitors, is changing and one notices the most appalling efforts of the jerry builder steadily springing up on either side. To mention one instance, the Boshof Gates, so well known and carefully preserved, are now almost ruined by unrestrained efforts in the worst of bad taste.

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At Muizenberg, St. James, in fact all along the coast, new and in most cases, appalling structures are to be seen. It is no wonder that a recent traveller, Mr. Evelyn Waugh, in his book "Remote People" (Duckworth) says : "At last we arrived at Cape Town ; a hideous city that reminded me of Glasgow ; trams running between great stone offices built in Victorian Gothic ; one or two gracious relics of the eighteenth century." In a leading article in the "Argus" another writer states : "Cape Town has been as nearly as possible ruined in the past by indiscriminate operations of building speculators. There are areas in which the lay out of streets appears to have been planned by a fugitive from Bedlam and others in which big houses and hovels are inextricably confounded."

Cannot the various Societies combine to stop this disaster and cannot something be done to forward Town Planning in the Cape ?

In the new territories to the north, both Kenya and Rhodesia are doing much to prevent the ghastly muddles of the South. Town planning plays an all important part in their development and their neighbours in the Belgian Congo are following the fine traditions of Continental Europe.

Even in the Transvaal town planning is coming into its own but, with the exception of Pinelands, a delight to the eye, money grubbers and speculators appear to have complete control and are reaping a golden harvest in our Southern Capital.

In addition to this, a considerable amount of blame rests with the Government. Not only has the Railway and Harbours Administration almost, if not quite, irretrievably ruined the stately entrance to South Africa, but the Government buildings being erected leave much to be desired. The parade, once open to the stately Heerengracht, has been finished off with a costly and expressionless factory-like building, which, we understand is an extension to the General Post Office.

The "South African" National Gallery, recently mistaken by a writer for a new laundry, is both internally and externally very disappointing. Even the elaborate and costly lay out being carried out in front can never remedy the disaster. It is just as well that the statue of Cecil Rhodes who dreamed of great architectural achievements, has its back turned towards this effort.

What wonders have been done with whitewashed brickwork and stone, but what an unfortunate mistake has been committed here.

In Parliament Street where once stood some gems of early nineteenth century architecture a vast pile is being completed, a " copy " of one of Baker's most successful works, but surely he never intended it to be reproduced "ad lib" as has been done here and in other centres where details from the Union Buildings are being constantly reproduced and misinterpreted. We admire the work of Sir Herbert Baker in the north immensely but there is no reason why it should he reproduced in some form or other in nearly every Government building.

Not very long ago the facade of the new Johannesburg Post Office was illustrated in the "Star." This building is to cost no less than £300,000. Cape Town appears to swallow these pills fairly readily but why should Johannesburg ? It was due to a determined effort by the architectural profession in the Transvaal that the design for the new Johannesburg railway station was given to private practitioners. However, the least said about the design of the new Johannesburg Post Office, as illustrated, the better, but any cultured layman and even an intelligent member of Parliament must realise that architectural disaster after disaster is our lot.

The Central Council appears to have its hands full arguing about the interpretation of the Act, clauses in the Conditions of Competition and Conditions of Contract, none of which are holding up the profession in any way. The really big things that matter such as Government architectural work and education are side tracked, or pigeon holed. The rosy future, constantly referred to, for the coming young South African architects seems cloudier than ever.

One wonders, whether the architectural student's training is worth while ; what prospects are there in the future when the "plums", in which opportunities for expression and individuality occur are still turned out by a stereotyped Government department. The necessity for such a department existed here in the early days, but the time has now arrived when highly trained and qualified architects should be given their opportunity.

The heartiest congratulations are due to the Transvaal Provincial Council for its Town Planning legislation and the handing over of its work to private practitioners. There is still a sad lack of co-operation in the profession. Let them once co-operate wholeheartedly and a great deal can be done.

South Africa is still in the development stage. The slums created, and being rapidly created by some of the leading Municipalities in the Union and by speculative builders must and will have a reaction, and will have to disappear at no distant date. Let the profession be prepared to meet the demand when that time comes and give of its best in the small amount of work that now comes to it.

G.E.P.

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the new journal.

The Transvaal Provincial Institute has decided to publish "The South African Architectural Record" as a monthly journal, and this—the first of the new series—appears rather appropriately in January, the month of fresh beginnings and good resolutions. The beginning has been rendered fresh by various changes—in format, typography and illustration. We have endeavoured to infuse a spirit of contemporary consciousness, to quicken the architectural pulse, and with the support of members we hope to make the journal a sympathetic and vital record of all art activities. No doubt the art of living is the most difficult, but it is in the humanities that we will learn the art of architecture. Architecture in vacuo is a dull thing. Therefore it is desirable to pool one's activities, to blend them into an harmonious whole, so that a relationship between art and life may be fostered. Not Art for Art's sake, but Art for Life's sake. In finding expression in our work let us remember the dictum of Pericles : "We are lovers of beauty without extravagance and of wisdom without unmanliness. Our citizens attend to both private and public duties, and do not allow absorption in their own affairs to interfere with their knowledge of the city's." Many people have helped to produce the new journal. We are grateful to them, but if our good resolutions are to be fulfilled we will need continued support, enthusiasm and inspiration.

martienssen



The Voortrekker Memorial Hall, From a water colour drawing by Gordon Leith.

on the opposite page: a description by h. c. tully.

The "Gedenk Saal", situated in Visagie Street, Pretoria, and built to the design of Mr. Gordon Leith, F.R.I.B.A., was the outcome of a Limited Competition, held in 1927.

The plan, which is reminiscent of Italian prototypes, has been handled in a scholarly manner, to meet the exigencies of a long narrow site.

From the street, one enters a wide corridor, flanked on the one side by a Museum, and on the other by Administrative offices ; this gives immediate ingress to a spacious and square entrance hall or "Atrium", open to the sky in the centre, and cleverly vaulted at the sides ; the effect is at once refreshing and intriguing, and the necessary light and ventilation are at first hand obtained.

Three flights of steps lead out of this room, the central one communicating with a spacious Coffee Room in the Lower Ground Floor, and two lateral flights leading up to the "Voorsaal" or Crush Hall ; here a simple trabeated ceiling is in perfect harmony with brick, plaster and cork tiles ; and architectural detail is made subservient to dignity and proportion.

The large panelled Synod Hall which represents the climax of the ground floor, has been admirably conceived as a plan shape, and carefully studied from the point of view of acoustics ; the central portion rises to a height of thirty feet and is lighted Hypaethrally, with a series of modelled friezes between the clerestory lights. At the reverse end a platform with a light concrete sloping vault melts unobstrusively into the general simple scheme.

The first and second floors which extend over the front portion of the building are accessible from the street by an original and interesting staircase ; a series of single bed-sitting rooms is devoted to the former and two well designed flats with spacious stoops to the latter.

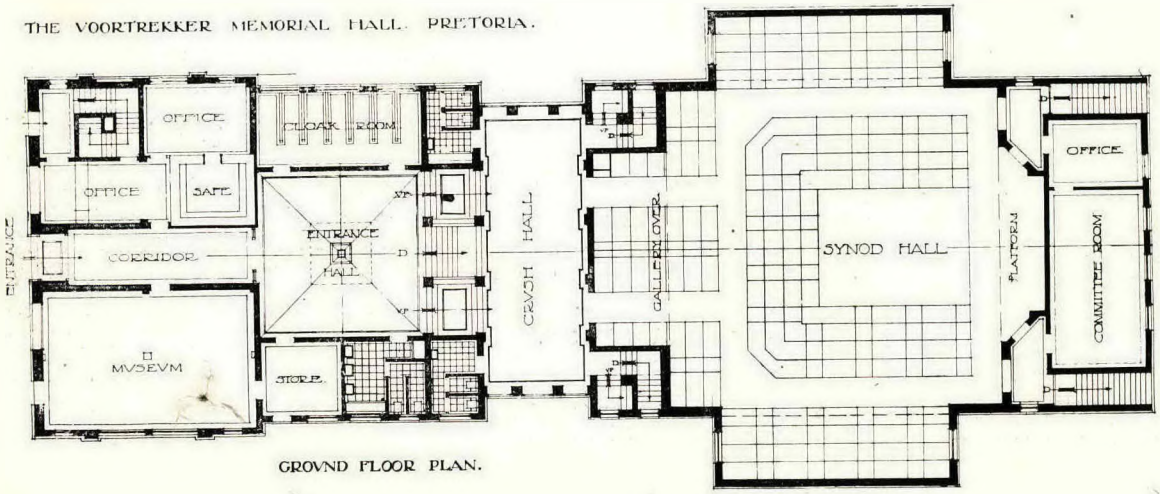
Referring to the elevation to Visagie Street, it will be seen that a semi-modern design has been adopted ; the severeness of the ultra-moderns has been discarded, and the modelled cantilever frieze representing incidents from the Great Trek, appeals to one at once as a cheerful and necessary prerogative.

Two semi-circular brick contreforts or bastions with first and second floor recessed balconies between flanking pavilions, are the major elements in the design ; This primary mass is relieved by appendages, forming the East and West car entrances and first floor lavatories. On a hammer dressed base, an orthostras course of "Bon Accord" polished granite, extends to the ground floor window cills, and above this are seven fifteen inch courses of "clawed" sandstone.

The brickwork to the Contreforts and Pavilions is of Kirkness machine pressed facings, running six courses to a foot, that to the recessed walls and lavatory blocks being mixed Brick and Potteries. The crowning twelve inch course is of bricks laid diagonally on end to form a toothed band along the whole facade.

Bronzed purpose made steel windows of local manufacture have been employed in the principal rooms, those in the upper part of the Visagie Street elevation having moulded precast concrete reveals, as a transition between bronze and brick.

Messrs. W. Stretton Prop., Ltd., were the contractors, the building costing approximately £25,000.



Ground Floor Plan

dr. raymond unwin in the spectator.

We reprint below extracts from an article in the "Spectator" for December 12th, 1931, by Dr Raymond Unwin P.R.I.B.A. on 'Housing and the Slums.' Dr. Unwin is naturally concerned with conditions that exist in England, and pleads for radical surgery and improvement in areas where congestion and inadequate arrangement are endangering the amenities of contemporary life. These conditions on a smaller scale exist in the larger towns of South Africa, and it would be well for Authorities, Arcbitects, Health Experts and Town Planners to pay attention to Dr Unwin's remarks. His statements are valuable to us, because in South Africa our housing problem is not yet aggravated by exeessive population and transport. In our case his warnings are timely. In Europe, alas, it is woefully late for reorganization. Let us provide for the future by pre-organizing. Surgery is costly, and at best approximate. The slum is an insidious evil, and it is easier to build without slums than to try and check them once they start. There are many valuable lessons also to be learnt from le Corbusier's book The City of To-Morrow. It would be folly to wait and see while experts are showing us the way. R.M.

The removal of the depressing and degrading environment which slum conditions create for the lives of a large proportion of the people, has become one of the most urgent tasks of the immediate future. Industrial and civil life are now so complex that the smooth working of the social structure can only continue if a high standard of intelligence and good will can be maintained throughout the population. Anyone with knowledge of domestic and social conditions imposed on those who dwell in slum areas, must regard as little short of miraculous the exercise by slum dwellers of the faculties, or their practice of the virtues, which good citizenship now requires. Fortunately there is plenty of evidence that the new environment provided by better housing conditions produces rapid response and improvement. Here, then, is a known remedy for a serious social danger. Why is it not adequately applied ? One reason is that so many lack imagination, or fail to use it. Few realise the paralysing and sordid conditions under which families in one or two rooms must live.

Another reason is the impossibility of tackling the slums as an isolated problem. An effective solution is dependent on the general housing position, and on the previous replanning of the areas in which the slums lie. So long as there is an actual deficiency in the number of dwellings, the consequent crowding will press most heavily on the slum dweller ; thus the difficulty of providing accommodation during rebuilding becomes almost insuperable. The first need, then, is to push forward the general supply of good dwellings suitable for the wage-earners ; and to maintain it until the scarcity has been entirely removed, and a sufficient margin has been created to allow reasonable mobility among the tenants, and to provide space to house the occupants of the dwellings which must be demolished or reconstructed. In spite of the great number of dwellings erected in recent years, the deficiency due to the War has not yet been made good. Nevertheless there are signs that the speed of building is seriously slowing down. In the "Labour Gazette" there are published monthly returns of the value of plans approved for new buildings from a selection of typical local authorities throughout the country, together representing about 16,000,000 inhabitants. These indicate an alarming falling off in the value of new dwellings for which plans were approved in these areas in October as compared with September and in both months as compared with the corresponding months last year. Concurrently the numbers of unemployed workers in the building industry show substantial increases in both months. The figures for October, 1930, already indicated an increase of 2.2 per cent. over the previous month, and of 4.7 per cent. over those for October in the previous year. The figures for October, 1931, show a further increase of 3.7 per cent. over the previous month, and 7 per cent. over those for October, 1930. Unemployment in

the building industry has now reached the serious figure of 24.7 per cent. Such figures are very disquieting, especially when taken in conjunction with the serious decline in the plans for new houses coming before the local authorities, and with a falling off in the monthly number of houses completed.

It is to be hoped that this decline in house building will be promptly arrested. Should the decrease continue, the housing position which has with great effort been brought at least within sight of normal adequacy, must rapidly slip back, and the prospect of being able to deal adequately with the slums will again be postponed . . . .

Second only in importance, though not in order of time, to an adequate supply of new houses, as a preliminary requirement for effective slum clearance, is the need for the comprehensive replanning and zoning of old town districts. Slums are not only due to inherent defects in the buildings themselves, but equally to bad or out-of-date lay-out, inadequate streets, congestion of buildings and confusion of the purposes for which they are used. The indiscriminate mix-up of factories, workshops, dwellings and warehouses to be found in the East End of London, and in the comparable areas of other towns, is indescribable. It is as inconvenient for efficient industry as it is injurious to the inhabitants. The danger to child life, the noise and confusion have been aggravated by the adoption of motor transport by means of large vans and lorries, for which the narrow streets and entries are quite inadequate.

Not only are comprehensive replanning, and reconstruction to the definite plan, necessary, if expenditure on slum clearance is not to be wasted ; but if wisely carried out replanning, by securing substantial improvement in convenience, efficiency and amenity, will greatly improve the values of land and property, and thus provide for the community some material offset to the cost of the work.

Local Authorities for the first time were to have been endowed with the powers required for such replanning of their built up areas, through the Town and Country Planning Bill, which passed out of the House of Commons Standing Committee last Session with unanimous approval. Such built-up areas are generally excluded from the operation of the present Town Planning Act. The prompt passing into law of that Bill is the most urgent and most essential contribution which the Government could make towards slum clearance.

Good planning, essential for successful slum clearance, is equally necessary for economical building ; for it will reduce the cost of street and site works, and provide the needful house accommodation with the least expenditure on building. All are agreed upon the urgency of providing dwellings at rents which the people can afford to pay. It is not always realized, however, that among the many varying factors which determine rents, the one which is most nearly fixed is the minimum accommodation which on the average will suffice. To be adequate, a dwelling must enable a family to live with that degree of decency, cleanliness and comfort which will either save them from the temptation to sink into slum conditions, or, if they come from such conditions, give them a reasonable chance to recover. To build dwellings inferior to this standard is to throw away 90 per cent. of the expenditure for the sake of saving seldom more than 10 per cent. For not only is the size and accommodation the most fixed factor ; but contrary to general impression, it is, within the limits with which housing is concerned, the one which least affects the rent. People are too apt to think of dwellings in terms of yards of cloth, and to assume that by taking 33 per cent. less cloth, the cost or rent will be reduced by one-third . . .

The problem is to build dwellings . . . at the least expense ; to get land and lay out the streets in the most economical manner ; to provide capital at as low a rate of interest as possible. If all these efforts fail to enable the dwellings to be let at rents which a section of the people can at present afford to pay, it is still better economy to provide temporary assistance for the rent of an efficient dwelling, than to sacrifice the capital outlay by building dwellings which will not adequately serve their purpose, will be more costly to maintain, and will be out of date long before their nautral life is exhausted.

You handle with curiosity and reverence a fragment belonging to some civilisation developed three milleniums ago. Why cannot you treat the future with as much respect ? Even if the future is such a distant one that the thing you hold in your hand, or the picture you look at has something of the mutilation and imperfection that the fragment coming to you from the past also has, is not the case a similar one ? May it not actually possess as well the "charm" you allow to your antiquarian sense I think we should begin to regard ourselves all the more in this light—as drawing near to a remote future, rather than receding from an historic past. The time has perhaps arrived to do that ! Have not a few of us been preparing ?

The future possesses its history as well as the past, indeed. All living art is the history of the future. The greatest artists, men of science and political thinkers, come to us from the future—from the opposite direction to the past.

• Wyndham Lewis

A collective enthusiasm animates men's gestures, ideas, decisions and their acts. It results in material works, and it is that very passion expressed in plastic terms and involving both precision and the capacity to move us that marks the style of an epoch. For style—where plastic forms are used—is a creation of the mind and therefore passion. Passion, fire, ardour, faith, rapture, animation, all lead to happiness.

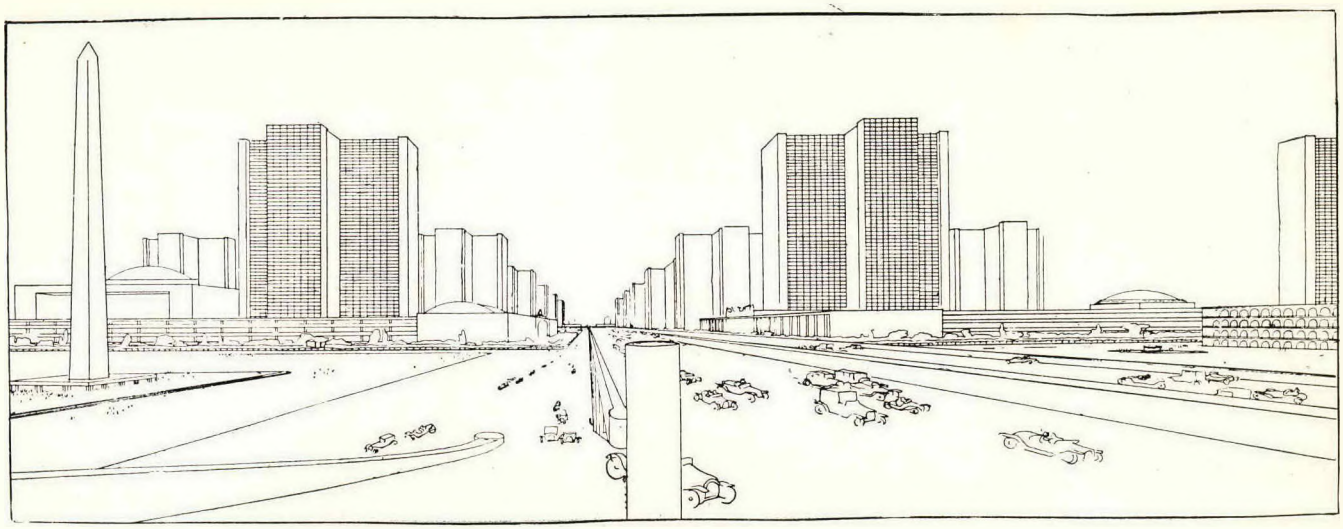
If we do not produce, we die. If we do not act, the world does not merely mark time ; it grows enfeebled and goes to pieces, with the inevitable results of famine and a reversion to barbarism. Movement is the law of our existence : nothing ever stands still, for if it does it begins to go backwards and is destroyed, and this is the very definition of life. Therefore we must act, we must advance, we must produce. After a century and a half of miraculous preparation reason has come into her own in company with science, and science has flung us violently into the machine age. Everything is revolutionised. It seemed as though progress could lead to nothing but universal destruction, but all that crumbled was the old world. Through the debris the new world began to appear boldly. Reason alone, which appeared definitely to dominate everything, might have led us into the deepest despair, but the violent forces of life seem to have thrust us once more into a new adventure. Reason and passion join hands to produce something constructive. A whole way of thinking lies there, and its natural result will be a style. Already some clearsighted thinkers forsee this new consciousness from which civic pride will be born—that pride which can move the masses.

Our world, like a charnel-house, is strewn with the detritus of dead epochs. The great task incumbent on us is that of making a proper environment for our existence, and clearing away from our cities the dead bones that putrefy in them. We must construct cities for to-day.

Men with tired or shocked minds resist this reasoning and invoke the fallacious wisdom of their experience. Actually they belong to yesterday and cannot see what is happening around them. The new generation is full of enthusiasm and ready to take up the task. We come at a moment between two epochs—the pre-machine age and the machine age. The machine age is not yet fully conscious of itself ; it has not yet gathered its forces, nor begun to construct ; it has not yet achieved that architectural style by means of which it will first of all gratify its material needs, and after that satisfy the pure sentiment which informs it ; a sentiment which leads man to do well and beautifully what he has to do ; that sensation of creating and ordering which is essential to his happiness.

• le Corbusier

• These excerpts should be read in conjunction with the remarks made by Dr. Raymond Unwin and other writers in this issue.



le Corbusier. A Contemporary City.

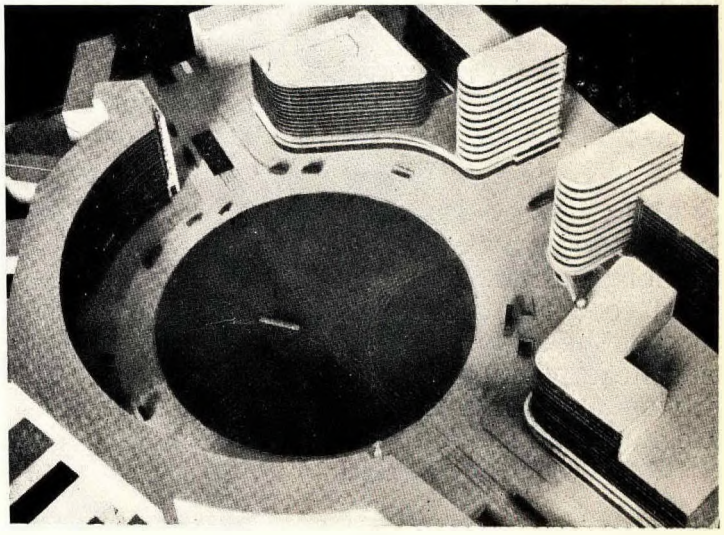
The city seen from one of the main tracks for fast motor traffic.
To left and right the Offices of Public Services. Further in the background the Museums and Universities. The skyscrapers are shown grouped together, and bathed in light and air.

the exciting possibilities of rational town planning!



Alexanderplatz, Berlin. As it is.

<---------- BEFORE



Alexanderplatz, Berlin. A model of the projected scheme by Luckhardt and Anker.

AFTER ---------->

Photographs from the Baumeister, Munich.

mr. andrew allen on the development of capetown. •

'Have we not made enough mistakes'

Mr. Andrew Allen, the well-known town-planning enthusiast, who has done so much to focus public attention on the need for "cleaning up Cape Town's doorstep," is holidaying in the city after a year's absence in Johannesburg, where he has lately been appointed vice-president of the Transvaal Town Planning Association.

Mr. Allen is as keenly interested as ever in improving the amenities of Cape Town, but he has little good to say about the "foreshore scheme," which was recently shelved by the Minister of Railways, Mr. C. W. Malan.

"I see, " he told a representative of "The Argus" to-day, "that it has been suggested by Mr. Walter Fowkes that a deputation should wait upon Mr. Malan and endeavour to obtain from him 'an approval of the principles of the scheme'

"It is not quite clear to me which scheme Mr. Fowkes refers to. If Mr. Fowkes is referring to the scheme put forward by the Commission a short time ago, then I hope Mr. Malan will not give his approval to it.

"Mr. Malan has already been forced to make one great blunder on the foreshore in the same area, and it would be too much to ask him to make another and much more serious blunder. I refer to the construction of the mole at the meaningless angle at which it has been laid down.

"Yes ; I am certain it would be a serious blunder to carry out the scheme proposed by the Commission. In the first place, it is proposed to carry the Docks railway across the front of the city on an embankment. Can you imagine anything more preposterous than a railway embankment along the line of the foreshore and in front of the city ?

"If there was nothing else wrong about the scheme this suggestion of raising the railway should condemn the whole project.

"Then, again, provision is made for Adderley Street and Plein Street (when extended) to cross this railway by means of road subways. I have said before, and I say again, that road subways in any city are an abomination, and should be avoided at any cost.

"Have you heard of the tremendous agitation that has been going on in Johannesburg to have the Jeppe subway done away with and the railway line sunk below the level of the street ?

"A similar agitation would take place in Cape Town if the railway were not lowered and subways introduced. The city is not here in the interest of the railway ; on the contrary, the railway exists for and in the interest of the city as well as the rest of the country.

"Therefore, the appearance and prosperity of the city must predominate when any scheme of reconstruction is considered. I urge that the authorities should first lay out the area properly as a city extension and then fit the railway into it in such a way as will meet the requirements of the city with a minimum interference with its amenities.

"Lower the railway and leave it in an open cutting if you like, but the railway must be lowered. Probably it is thought that the lowering of the railway would be too expensive, but I am of the opinion that it would cost just as much to construct the two road subways. We want to improve the city, not ruin it, as this proposed railway embankment and subways would certainly do.

• Reprinted from the Cape Argus for December 29, 1931.

"Again, the Railway Department seems to be obsessed with the idea that if the new railway station is erected at the Castle the people would not use the railway, and the revenue would suffer. This is quite a wrong idea. The inducement to use the railway is governed by the situation of the home station. If the railway station is conveniently situated near to a man's home he will use the railway whatever the position of the station in the city might be. That is what is actually happening to-day.

"Can you look back twenty-five years and think of Cape Town at that time ? And can you look forward twenty-five years and visualise the developments which will take place in the city ? Everyone knows that Cape Town can only develop in one direction—to the east, and therefore in twenty-five years unless the country is going to continue to go back as it is now doing, the Castle will be in the centre of the city, and that is where the railway station should be, and nowhere else.

"It is positively absurd to suggest, as has been done by the Commission, reconstructing the new station in a position about one hundred yards or so further back from where it is now. Why, long before it could be completed the public would be crying out for its removal to a site further back in order to relieve the traffic congestion in the city !

"Moreover, the placing of the new station in line with the Castle would enable Buitenkant Street—a very important thoroughfare—to be extended to the esplanade, and it is at the end of Buitenkant Street that the new pier should be constructed, as Buitenkant Street is the natural and most important route between the foreshore and the large and increasing population in the Gardens area, and in twenty-five years will be the central avenue of the city.

"Another matter of great importance is to see that the area vacated by the Railway Department and opened up to city extension, should be properly planned in order that it may realise its maximum value.

"In the scheme proposed by the Commission the planning is so bad that the land vacated would not realise anything like the cost of the reconstruction work—here again it will be necessary to create an avenue centring on the City Hall. If we are to create an improvement to our city worthy to be called an improvement there are three things that must be done—lower the railway, erect the new station at the Castle, and create a new avenue centring on the City Hall.

"Is it not possible to get Cape Town people to exercise a little vision in these matters ? Have we not made enough mistakes for the want of exercising vision in the past ?

"The city, for example, expended a large amount of money on a new pavilion and promenade at Muizenberg—beautifully designed and constructed, a great credit to the eminent architect responsible—but (there always seems to be a but to all our schemes) it was placed in the wrong place. It should have been carried out to sea in the form of a pier. It will not take many years before it will be another buried city, so to speak, and some day it will be rediscovered and dug out of the sand, which is rapidly burying it. Even since my last visit a year ago I notice that the sand has packed up to a height of several feet. Eventually the beach will become so steep with the sand packing up that it will cause such a backwash as to render bathing unsafe.

"I have been concerned with what I have seen in this connection at Muizenberg and am preparing a scheme which I think will stop this disquieting development. I will submit my suggestions to the City Council later.

"It is indeed pleasing to hear that a town planning association is in course of formation in Cape Town. The Transvaal association is doing most useful work. Most of the plans for the new townships in Johannesburg have been forwarded to the association for its criticisms, and in many cases valuable assistance has been given in connection with the layout. The services of the members are offered voluntarily, and are very much appreciated in Johannesburg. In time I am sure they will prove very effective and if the association can help Cape Town in this proposed forward movement they will be only too pleased to do so."



Cornfield and Cypresses by Vincent van Gogh.

From Vincent van Gogh. A Biographical Study by Julius Meier-Graefe In the Carnegie Collection, Department of Architecture, University of the Witwatersrand.

It is hoped that short illustrated articles on modern painters sculptors and architects will be published in the journal from time to time, including the following.

Henri Gaudier-Brzeska
Frank Dobson
Mark Gertler
Ozenfant
Mies van der Rohe
Walter Gropius

professional notes and news.

The Annual General Meeting of Members of the Transvaal Provincial Institute will be held in Pretoria on Tuesday, the 15th March, 1932. Place and time of the meeting will be advised in the usual notice to members.

Architects' names on Notice Boards of Buildings in course of erection.

At a meeting of the Central Council held on the 9th December, 1931, the following resolution was passed :–

"That the Central Council does not favour the appearance of Architects' names on notice boards on buildings in the course of erection ; that where names do appear on such notice boards, the address of the member(s) concerned should not be given."

During the year 1931 the Central Council effected six new registrations and enrolments (two Architects, four Quantity Surveyors).

The Central Council at its recent meeting considered afresh the advisability of seeking to reintroduce "Clause 3(c)" into the Act. "Clause 3(c)" aimed at protecting the work of the Architect and Quantity Surveyor, as well as the title. In the light of the information furnished to the Central Council, it was agreed that, while no effort will be relaxed, the time was not yet opportune for approaching Parliament again in this matter.

The Standing Committee on Education and Examinations of the Institute, has been added to by the inclusion as a member of Mr. W. J. Delbridge, A.R.I.B.A., of Capetown.

In a limited competition for a New Synagogue at Benoni the following awards were made :–

1. Kallenbach, Kennedy and Furner.
2. M. Goldstein.
3. Kallenbach, Kennedy and Furner.

The assessor was Mr. Gerard Moerdijk.

Mr. A. V. Nunn of Pretoria has been elected an Associate of the Royal Institute of British Architects.

R.I.B.A. Prizes for recognised Schools.

The Council of the R.I.B.A., on the recommendation of the Board of Architectural Education, have awarded the R.I.B.A. Silver Medal and £5 in Books for Schools of Architecture recognised for exemption from the R.I.B.A. Final Examination to Mr. Basil Spence of the School of Architecture, Edinburgh College of Art.

The Bronze Medal and £5 in Books for Schools of Architecture recognised for exemption from the R.I.B.A. Intermediate Examination has been awarded to Mr. R. A. Smeeton of the Birmingham School of Architecture.

The R.I.B.A. has decided to reduce the subscription due by oversea members ; Fellows to £3 3s. per annum ; Associates and Licentiates to £2 2s. per annum.

We place on record with regret the disastrous fire which took place at the University of the Witwatersrand on 24th December, 1931, when the centre portion of the Main Block was burnt out. Apart from the considerable damage to the building itself, a tremendous loss was sustained in the almost complete destruction of the library. Amongst the books destroyed was portion of the famous Gubbins Collection of Africana.

The Townships and Town-planning Ordinance, No. 11, of 1931, will come into operation on April 1st, 1932 (Official Gazette December 23rd, 1931).

The Journal Criticised.

I was glad to note in the December issue that the Institute has decided to publish the Journal monthly, as I think that by doing this a more continuous interest can be maintained. In this way series of articles can be embodied in which the most recent developments in architecture and art (both in South Africa and Overseas) can be discussed.

I feel that to stimulate a keener sense of architecture and art among the members of the profession, interest must first be instilled by the basic arrangement of the journal–i.e., the general interest of the setting out of articles and the typography should receive

careful attention and drastic revision. The first note of interest should be struck in the cover design which at present lacks all the necessary attributes that a journal of this nature should possess. The present cover is so dull and lacking in psychological appeal that it does not generate sufficient energy in the potential reader to take the contents seriously.

I think it essential that the type be brought up to date so that the individual articles appear more expert and do not suggest newspaper leaders. More articles of technical interest (not necessarily restricted to the letter of architecture) would improve the general shape of the contents.

Haven't members of the profession reached a stage when they can face present facts directly in their true light rather than through a prehistoric looking glass ?

McIntosh.

(We agree in general with our correspondent's suggestions and criticisms. He will find that many of the points he notes have been incorporated in the new journal. We welcome criticism but would like to draw the writer's attention to the concluding sentence in the note on the new journal, and emphasise that without support the journal cannot flourish.)

The Chapter of South African Quantity Surveyors.

The Annual General Meeting of Members of the Chapter will be held at the Master Builders' Hall, Commissioner Street, Johannesburg, on the morning of Saturday, March 12th, 1932.

The Hon. the Minister of Education has approved, as and from April 1st, 1932, of the Final Examination of the Chartered Surveyors' Institution as a qualifying examination in terms of Section 14 (1) (a) of the Act, instead of the Intermediate Examination, as heretofore.

The Board of the Chapter has received, from members, donations totalling £154, towards eliminating the deficit with which the Chapter was faced. The deficit was caused by arrear subscriptions, many of which are still unpaid.

During the year 1931 four new members of the Chapter were enrolled (all "Salaried."). Mr. S. Pogoda, B.Sc., P.A.S.I. ; Mr. Geo. Roxburgh ; Mr. R. H. F. Blandy ; and Mr. N. N. Moore.

Third Year Examinations at Pretoria University.

The following candidates have passed the third year examination for the diploma and certificate in quantity surveying at the Pretoria University :—E. T. Dobson, T. H. Louw, G. Meyers, R. J. L. Pattison, J. Quibell, F. A. A. Sturdy, J. B. Williams.

R.I.B.A.

Members of the Institute of S.A. Architects who are not members of the R.I.B.A., are reminded by notification from the Secretary, R.I.B.A., that as members of an Allied Society, they can obtain the R.I.B.A. Journal (post-free) at the specially reduced subscription of twelve shillings a year.

The S.A. Academy Exhibition will be held in the Selborne Hall, Johannesburg, from the 11th to the 23rd April, 1932.

book reviews.

The Orders of Architecture. By Arthur Stratton, F.S.A., F.R.I.B.A., with an Introduction by Trystan Edwards, M.A., A.R.I.B.A. Medium 4to. bound in cloth gilt, 21/- net. or bound in three parts 8/- net. each. or the complete work in portfolio with loose plates, 21/- net. B. T. Batsford, Ltd., 15 North Audley Street, London.

In his new presentation of the Orders of Architecture, Mr. Arthur Stratton has broken away from the usual dull and uninteresting collection of diagrams which usually denotes "the Orders." Firstly there is a long and interesting descriptive introduction by Mr. Trystan Edwards (whose articles in the Architectural Review are always stimulating and provocative) in which he discusses minutely the origins and history of the different orders.

Secondly Mr. Stratton has supplemented the normal line drawings (admirably clear in this volume) with fine rendered presentations of their various applications, and in addition there are copious details of characteristic moulding enrichment, etc. In the Greek section he illustrates the bold Doric Order at Cnidus, Ionia, probably part of a stoa built by Sostrates in the third century B.C. Also the famous Choragic Monument of Lysicrates at Athens, the Tholos at Epidaurus, the Tower of the Winds, Athens, and many others.

The Roman orders are treated very fully, and in addition there are several interesting applications of the Doric and Ionic form examples at Pompeii.

Another section deals with the orders of the Italian, French and English Renaissance, with their various applications.

There is a sympathetic drawing (rendered) of Sammicheli's Palazzo Bevilacqua at Verona, and several examples from work by Adam, Wren, and Gibbs in London.

Altogether a most attractive book, convenient to handle, copious without being tedious, and invaluable to architects and students of architecture. If used for class teaching the portfolio form would prove most suitable. Apart from diagrams in the text the plates number eighty.

In order to make clear the attribution of the text it is advisable to state that on the title page and in the last paragraph of the Preface the term "Introduction" signifies "Introductory Text," and this has been entirely contributed by Mr. Trystan Edwards. It comprises the range of introductory historical chapters, i.e., Nos. II.-V. inclusive as well as Chapter I., the introduction proper. Mr. Stratton is responsible for the annotated list of plates and the sections on the module, anta, superimposition, etc., as well as the whole of the Plates and Text illustrations.

A History of Architecture on the comparative method By Sir Banister Fletcher, P.P., R.I.B.A. M.Arch., F.S.A. Ninth Edition, Large 8vo. bound in cloth gilt, £2 2 0 net. B. T. Batsford, Ltd., 15 North Audley Street, London.

Sir Banister Fletcher's great work on world architecture is too well known to need introduction. Such a monumental history is almost an architectural library in parvo. But Sir Banister Fletcher has still further enlarged and revised his famous work. The latest (9th edition) contains over a thousand pages, with four thousand illustrations. A stupendous number indeed ! There are five hundred new illustrations bringing the development of architectural form right up to the present. Not the least interesting are the new air views of Westminster Abbey, Windsor Castle, and numerous others. The work of Sir Edwin Lutyens and Sir Herbert Baker, at Delhi, is illustrated, and houses by Lutyens, Dawber and others in England, making the range complete and minute. Perhaps the following sums up the book most satisfactorily.

"It is an amazing book, as concise as it is lucid. There is no work on architecture at once so comprehensive, so analytical, or so fully provided with examples, and neither the student nor the layman is likely ever to turn to it in vain . . ." It is a book which every traveller, reader, collector, and student of social history should possess, and which every student of architecture whether layman or technician should endeavour to obtain.

british empire competition.

For a Thousand Pound House.

At a Council Meeting of the Incorporated Association of Architects and Surveyors, held at Headquarters on Saturday, November 14th, which was attended by the President, Sir Edwin Lutyens, R.A., the Council approved a proposal to launch another competition ; the previous competition–that for a model design of a petrol-filling-and-service station–having been so successful.

The object of the Competition is to encourage the employment of all-British building materials, and to emphasize the advantages of commissioning a qualified architect to design and supervise the erection of such a house.

The price of the house, excluding the site and architect's fee, is not to exceed £1,000.

Prizes.–Cash prizes of fifty guineas. twenty guineas and ten guineas respectively. Assessors.–

(a) Two Architects ;
(b) At least one Quantity Surveyor (a and b Members of the Association) ;
(c) The President of the Institute of Builders or a person appointed by that Institution ;
(d) The Editor (or Editress) or some person appointed by one of the well-known women's journals.

Style, Accommodation, Etc.–Competitors are not bound in any way in the choice of style or material except that the latter must be a product of the British Empire or its dependencies.

The house is to be a detached residence All exterior walls must be cavity walls unless tile-hung or protected from the weather.

The accommodation to provide for :–Two sitting-rooms, four bed-rooms (three good-sized and one small) ; bath-room with heated linen cupboard ; inside and outside W.C.'s : kitchen (with or without scullery) ; and garage.

The sitting rooms and at least three bed-rooms must have open fireplaces.

The house is to have reasonable cupboard accommodation ; to be wired for electric light and power. Hot and cold water services are to be provided to bath, lavatory basins and sinks ; and an independent boiler (or gas or electric heating apparatus) for hot-water supply is to be provided.

The cost is to include £30 (prime cost) for fencing, and drainage is to be included on the assumption that the latter connects with main sewer passing the house.

The cost is not to include the cost of site or architect's fees.

Competitors are to give a clear explanation how the cost is arrived at, such cost to include everything necessary to complete the house as required by the terms of the competition.

Building Acts and Bye-Laws.–Designs submitted must conform with the provisions of the Model Bye-Laws issued by the Ministry of Health.

Finish of Designs.–Designs submitted may be in any medium, provided they are finished in colour to give a reasonably true indication of the resulting building.

Drawings, etc., Required.–Not more than two sheets, thirty inches wide by twenty-two inches high, mounted on stiff cardboard and containing the following drawings to a scale of eight feet to one inch :—

1. Elevation of each frontage.
2. Long section.
3. Cross sections.
4. Plans, including roof plan.
5. Block plan to a scale of sixteen feet to one inch including drainage.
6. Specification of materials, fitments and construction (on foolscap sheets. typewritten).

Optional.–(to be included on one of the sheets above :–

(a) Perspective drawing, finished as laid down in Rule No. 6 ;
(b) Enlarged details to a scale of half an inch to one foot.

Persons Eligible.–The competition is open to anyone, normally resident in the British Empire, practising as an Architect and/or Surveyor, whether as principal or assistant, or to two or more such competitors working in

collaboration. No assessor, nor any employee of either the assessors or the Association, shall compete, or assist the competitors, or act as architect, or joint architect, for any work carried out to the plans of the winning design.

Closing Date of Competition.–1st September, 1932, in order to give overseas architects plenty of time to compete.

Exhibiting and Reproducing Drawings :– The Association reserves the right to retain the drawings and to reproduce and/or publicly exhibit all or any of the drawings submitted.

The copyright of all drawings submitted shall be vested jointly in the name of the Association and the competitor (or joint competitors) : Provided that the Association may grant licences to any practising architect (subject to his, her or their giving an undertaking strictly to adhere to the scale of professional charges, applicable to members of the Royal Institute of British Architects and/or the Association, for any commission of services that may arise), to work to any design submitted in the competition on payment of a licensed fee of ten guineas for each design : such fee to be transferred, as received, by the Association to the author (or joint authors) for the design so licensed.

Return of Drawings.–The Association will, subject to the conditions of the competition, return, carriage paid, all designs, but although taking all precautions, will accept no liability for loss or damage of drawings sent to or returned by it.

an aesthetic community in the netherlands. •

Establishment in the Netherlands of an aesthetic community for the study of modernistic architecture is being urged by Mr. H. Th. Wijdeveld, a Dutch architect, states the Amsterdam correspondent of the Christian Science Monitor.

The scheme has characteristics similar to that which prompted William Morris in conducting an arts and crafts coterie in connection with printing and literature.

The plan has been outlined by Mr. Wijdeveld in a booklet and contemplates the establishment of an international working community, where a balance between the arts and practical living will be maintained in the daily routine of the colony.

In a pictorial Netherlands spot, where water, meadows. woods and heather form an appropriate setting, exponents of the scheme intend to live together as students, seeking guidance or utilising their imaginations in acquiring a new conception of culture and modern arts.

Quietness and meditation will be integral factors in acquiring the essential environment for the architectural work. As the students will be drawn from all countries their activities will be given an international setting.

In addition to the execution of orders for designs of buildings and interiors, there will be free study. Problems of commerce and industry will be explored, as well as the possibilities for developing more rational building and the fixing of standard forms. The newest materials will be applied and the old ones will be improved.

The organisation is to be housed in a specially designed group of buildings. It will not be a school, but a "working community." Hand in hand with theory will go practice in metal, glass and wood working in their most characteristic expressions. Ceramics, typography and textiles will be featured.

• Reprinted from The "Star," Johannesburg.

amended bye-laws.

(14th October, 1931.

Municipality of Johannesburg : Building By-Laws Amendment.

The Administrator in Executive Committee is pleased, under the provisions of section one hundred of the Local Government Ordinance, 1926, to approve the amendment of by-laws set forth in the Schedule hereto.

T.A. 106.

Schedule.

City of Johannesburg : Building By-laws Amendments.

Repeal Clause (v), Interpretation of Terms—"Business Streets".

Repeal first paragraph of Section 13, and substitute therefor the following new paragraph :—

13. The elevations of all new "public buildings" and business premises, and also all buildings to be erected in any street named in Schedule B hereto or abutting on public squares, places or gardens or railways, shall be subject to the approval of the Council. The Council shall have the power to define and determine from time to time what streets shall be included in the said Schedule B for the purposes of these by-laws.

Repeal Section 14 (b) and substitute therefor the following new section :—

14. (b) No wall covered with iron or other sheeting shall be erected so as to be visible from any street named in Schedule B hereto, excepting on ground on which the Mining Commissioner will not allow buildings of more substantial construction.

No wall covered with iron or other sheeting shall be framed with wood. No wall or any building on a curtilage wholly or mainly occupied by dwellings of the domestic or tenement class shall be covered with iron or other sheeting whether such building be intended for habitable purposes or not. Provided that outbuildings on land held under mining title and not in a township, and extensions of existing buildings on such land and also any building on land not in a township and not held under mining title may be erected with wood framing covered with galvanized corrugated iron or with some more substantial material.

Repeal Section 30 and substitute therefor the following new section :—

30. No person shall use any raw or unburned bricks in the erection of any building.

Repeal Section 31 and substitute therefor the following new section :—

31. All new buildings on a stand or lot facing any street named in Schedule B hereto shall have their walls constructed of hard burned bricks, terra-cotta, stone or sound and hard concrete or other such material approved by the Town Engineer, built with lime mortar or cement mortar.

Buildings may be erected of metal framing covered with iron, provided that no portion of such building shall be erected at a distance of less than 20 feet from any street named in Schedule B hereto and that they conform in other respects to the by-laws relating to such buildings, but nothing in this by-law shall restrict the use of wood for towers if not more than forty-eight feet above the ground, and metal or other fireproof material if above that height.

Add the following new paragraph to Section 33 :—

In the case of floors of warehouses the various weights at any and all levels which the floors have been designed to carry shall be clearly marked on the plans submitted to the Council and shall be painted on the walls enclosing or adjoining such floors in three inch block letters on white background as soon as the building is occupied. The owner of the property shall renew the lettering from time to time as necessity arises or when called upon to do so by the Town Engineer.

Add the following new paragraph to Section 35 :—

The total weight of bituminous sheeting used for this purpose shall not be less than five pounds per square yard.

Add the following new paragraph to Section 54 :—

The external walls of single storied domestic buildings, as well as outhouses and private garages thereto, may be built of cement concrete slabs or hollow blocks with an inner and an outer part each not less than three inches in thickness separated by a space

of three inches in width. The inner and the outer parts shall, in the case of slabs and wherever else required, be tied together with suitable bonds or ties as herein provided. Walls built of concrete slabs shall not exceed twenty feet in length nor ten feet six inches in height. Walls built of concrete hollow blocks, shall not exceed 40 feet in length nor fifteen feet in height. The cavity or cavities in the block shall not exceed in horizontal sectional area in the aggregate one-third of the horizontal sectional area of such block, and the substance at the sides of any cavity in any such block must not be less than three inches in thickness nor more than eighteen inches apart. All slabs or blocks shall be constructed of dense cement concrete composed as laid down in by-law 75 hereof for reinforced concrete. Walls constructed as above shall not be regarded as party walls or firewalls required under these by-laws unless the aggregate thickness of the outer and the inner part be not less than the thickness required for such party wall or firewall.

Add the following new paragraph to Section 70 :—

If a garage is incorporated in a building the whole or part of which building is intended for use as a " domestic " or " office " building, such garage shall be entirely cut off from the rest of the building by fireproof construction regardless of the height of such building.

Repeal Section 71 and substitute therefor the following new section :—

71. All stair, elevator or other shafts in " domestic " or " office " buildings over forty-eight feet in height and in " warehouse " buildings over seventy feet in height shall be enclosed in walls of fireproof material as laid down in Interpretation of Terms (XXIII) (h) hereof. Such walls shall extend three feet above the highest part of the roof within a radius of ten feet ; and where any shaft or enclosure does not extend from the foundation to the roof of the building it shall be closed at the top and bottom by a fireproof floor. This by-law is not intended to prevent the construction of lifts or elevators with open-work framing situated in the well of a staircase, provided such well is enclosed by a wall as specified above.

Unless such enclosure has an external wall, twenty-five per cent. of the internal area of which is provided with permanent openings filled with louvres or iron grilles, but not with windows or other obstructions to the passage of the air, all internal openings in such enclosure shall be fitted with draught and smoke excluding doors to the satisfaction of the Town Engineer. If fire-doors (with fusible links for automatic closing) as described in by-law twenty-six hereof be used they shall be so arranged as not to interfere with access to, or be on the line of approach to, any fire-escape stair.

Smoke and draught excluding doors may, however, be constructed of light metal framing covered with twenty-four inch gauge sheet metal or of teak two inches thick, fitted with automatic spring hinges, not necessarily lapping at frames or at meeting styles, and if glazed such glazing to be of fire-resisting glass. Where such doors are intended to be kept fixed in an open position they shall be provided with fusible links for automatic closing.

At least one flight of stairs in such building shall extend to the roof.

Repeal second paragraph of Section 80 and substitute therefor the following new paragraph :—

Landings or balconies, at least six feet by two feet six inches, shall be placed at every floor level, and the whole of the ladders and balconies shall be fitted with strong iron handrails at least three feet high, measured at nosings of steps or treads. On every floor there shall be at least two windows or doors with easy access to the balcony or landing of the escape. The escape shall extend to the highest floor of the building and to the ground, and there shall be at all times direct and unobstructed access either on the ground floor to a street or public way or to a fireproof balcony over a street or public way on the first floor, the access to such balcony to be entirely of fireproof material. A fixed iron ladder shall be provided at the top balcony communicating with the roof and with any scuttle or other means of escape provided on such roof. No obstruction whatever shall be placed on any escape, ladder or balcony, nor shall any door or window open so as to obstruct any escape. Fire escapes shall be kept in good condition to the satisfaction of the Council. Notices on suitable incombustible material intimating positions of fire escapes shall be fixed in approved positions to the satisfaction of the Town Engineer.

Add after the second paragraph of Section 95 the following new paragraph :—

The Chief Officer, Fire Department, or his deputy shall be entitled to periodically inspect all buildings in which such fire appliances are installed, and may order the owner of any building to test all fire hose serving such building which may have become defective through age or neglect, and any hose so tested and found unsuitable for further use shall be replaced or renewed by suitable hose by the owner of the building. Hose tested by the Fire Department shall be charged for at the rate of five shillings per one hundred feet length.

Repeal the third paragraph of Section 95 and substitute the following new paragraph :

In addition to the above chemical fire extinguishers each of a capacity of not less than two imperial gallons shall be provided and hung on approved purpose made boards in approved position throughout the building in the proportion of two per five hundred square yards of floor, and at least two per storey ; Such chemical fire extinguishers shall comply with the following specification :—

Repeal sub-section "Water Tank for High Buildings" of Section 95, and substitute therefor the following new sub-section :—

The owner of every building of a height of ninety feet or over shall provide, in conjunction with the rising fire main a tank containing not less than 1,250 gallons of water and so connected that the water can gravitate into the fire mains in the event of the street main not being available. This tank must be situated with its bottom not lower than the roof or ceiling of the top storey of such building.

Should there be more than one rising main in the building they may be connected to the same tank with the fittings mentioned in the following paragraph.

A wheel valve and reflux valve shall be fitted at the top of each rising main between the top floor hydrant and the tank with a three-quarter inch lead taken from the street main side of the reflux valve to the ballcock in the tank.

One passenger lift must be kept ready for immediate use by the Fire Department during all hours of night and day.

All buildings exceeding one hundred feet in height and used or occupied as warehouses or manufactories, shall have, in addition to the stand pipes mentioned above, automatic sprinklers of approved pattern fitted below the ceiling of each floor, and so arranged that there shall be at least one such sprinkler, with an area of waterway equal to one-fifth of a square inch, per one hundred feet super. of floor space.

Notwithstanding anything contained in this clause to the contrary, any building between sixty feet and one hundred feet in height provided with an approved efficient "sprinkler" system throughout, shall not be required to be fitted with the steam-engine connection and hydrant pipe as aforesaid.

Repeal Section 96 and substitute therefor the following new section :—

96. Every new building to be used as a dwelling-house and containing more than two habitable rooms shall be provided with an entrance at the front and at the back or side of such building.

Repeal first paragraph of Section 97 and substitute therefor the following new paragraph :—

97. Every person who shall erect a new domestic building shall provide in front of such building an open space, which shall be free from any erection thereon above the level of the ground, including eaves projecting over eighteen inches and verandahs, but excepting steps not above the level of the ground floor, or any gate, fence or wall, not exceeding seven feet in height, and which measured to the boundary of any buildings or premises immediately opposite, or to the opposite side of any space which such building may front, shall, throughout the whole line frontage of such building, extend to a distance of twenty-four feet at the least, such distance being measured in every case at right angles to the external face of any wall of such building, which shall front or abut on any such open space. Such space shall directly communicate with a street of at least twenty-four feet in width, and such communication shall not be less than ten feet in width in any part, such width to be situated entirely on the stand on which the building is erected or in such a way that the requirements of this by-law cannot be interfered with by any future sale or lease of stands.

Add the following new paragraph at the end of the first paragraph of Section 99 (d) :

In the case of a single chamber of the office class, situated on a curtilage of an area of not less than 5,000 square feet, having its floor at a level which may reasonably be regarded as ground level, and covering an area of not less than two-thirds of the total floor area of the building at this level, the open space to be provided under this subsection may be reduced by not more than one-half, provided that the difference is added to and provided at all higher levels for the total height of the building if and where such higher levels are to used under any class other than the warehouse class.

Add the following new paragraph at the conclusion of Section 99 (d) :–

Provided that clerestory windows or windows in lantern lights may be included in the calculation of the lighting of large single chambers of the office class referred to herein on condition that such windows are situated facing an open space at least six feet wide within the same curtilage and having a length of at least twelve feet ; that the glass in such windows has a total height of at least four feet and that at least fifty per cent of the total area of such windows be made to open.

Repeal the second paragraph of Section 100 and substitute the following new paragraph :

Basements shall be provided with open spaces as aforementioned where used for shops, offices, kitchens, restaurants, or tea rooms, unless adequately lighted by electric light and provided with artificial means of effective cross ventilation.

The open space in respect of a public building in a basement shall be at a level not exceeding six feet above the basement floor of such public building.

Repeal the fourth paragraph of Section 107 and substitute therefor the following new paragraph :–

No closet shall be less in clear internal dimensions than the following : four feet six inches long if door opens inwards, or four feet if door opens outwards. Two feet six inches wide. Eight feet six inches high at end on which ordinary flushing cistern is to be fixed. Seven feet high minimum if low level cistern is to be used.

Repeal the third paragraph of Section 108 and substitute therefor the following new paragraph :–

The total area of glass shall be equal to at least ten per cent. of the floor area of such room or apartment, or eight per cent. in the case of dormer windows, and windows on first or higher floors not facing a court nor a passage less than ten feet wide and the light to which is not obstructed by balconies, verandahs or other projections. Plain colourless glass shall be used in all windows required under these by-laws except that obscured glass may be used in dormer windows and windows on first or higher floors referred to herein, provided that the glass area of such windows as is required for light under these by-laws be increased to ten per cent. of the floor area of the room or apartment which they light. If any window required for light under these by-laws be placed under a verandah or balcony the roof of which shall project beyond a line drawn at forty-five degrees with the horizontal from the top of the sill of such window, then the glass area shall be increased by one per cent. of the floor area for every one foot of projection of such verandah or balcony roof beyond such line. No balcony or verandah shall project over any window required for light under the by-laws by more than half the horizontal distance from such window to the nearest building of the same or greater height immediately opposite or to the boundary of the site, whichever shall be the less, nor in any case more than fifteen feet.

Repeal the first paragraph of Section 111 and substitute the following new paragraph :

The design, arrangement and construction of verandahs, balconies and other projections over public streets, as well as the paving, kerb and gutter to same, shall be to the satisfaction of the Town Engineer and to the levels given by him. All such verandahs and balconies shall be constructed entirely with fire-resisting materials, except that the floors of balconies rafters handrails, and purlins of verandahs not in any streets named in Schedule B hereto may be made of wood, provided that the buildings to which they are attached do not come under the by-laws for buildings partly or entirely fireproof. Where verandahs over public streets are glazed, the glass must be at least twenty-six ounces in weight per square foot and must have wire embedded therein or galvanized wire netting stretched below it having meshes not more than two and a half inches. Every verandah

and balcony in any streets named in Schedule B hereto shall be neatly ceiled with plaster, cement, asbestos or steel sheeting fixed flat or in regular vaulted, coved, coffered or panelled arrangements. Corrugated iron, if used for covering a verandah, shall be painted on the upper side, and if in a street other than any streets named in Schedule B hereto, on the underside in addition. No solid parapets shall be used on balcony floors on or above second floor level of buildings.

Repeal the fifth paragraph of Section 111 and substitute therefor the following new paragraph :—

In that portion of the municipal area contained in the Townships of Mayfair, Fordsburg, Newtown, Ferreirastown, Marshallstown, City and Suburban and that portion of the Township of Johannesburg south of the railway no column shall be placed at less than eight feet from the building line to the outside of such column. In the rest of the municipal area no column shall be placed at less than six feet nine inches from the building line to the outside of such column. No column anywhere within the municipal area shall be placed more than ten feet from the building line to the outside of such column, nor at less than eight feet four inches from the next adjacent column, centre to centre. No columns shall be placed on any footpath at the corner of streets beyond the alignment of the building lines, and no columns shall be placed beyond the line of any kerb but shall be placed so that the outside of such columns is at least three inches back from the front edge of such kerb.

Repeal the first paragraph of Section 111 and substitute therefor the following new paragraph :—

Where verandahs are supported on columns, such columns shall be circular or octagonal on plan. Where such columns are placed on footpaths less than eight feet in width the bottom diameter of such columns must be eight inches. Where such columns are placed on footpaths greater than eight feet in width they shall be of bottom diameter one-ninth of the least vertical distance from top of base mould above plinth to soffite of beam or entablature. Where the form of such column is classic in character, the shaft shall diminish with entasis to five-sixths of the bottom diameter and shall have cap and base in due proportion. No base shall project more than two inches beyond the bottom diameter. Columns, including cap and base, shall be in height not less than ten feet nor more than twelve feet, nor, including plinth, more than fifteen feet.

Repeal the ninth paragraph of Section 111 and substitute therefor the following new paragraph :—

No part of any balcony attached to any verandah shall be carried up to a greater height than two stories above the pavement level, except that, where the top portion of such balcony is roofed with a concrete flat forming a floor, a balustrade not exceeding three feet in height and constructed as laid down in these by-laws will be allowed above the level of such concrete floor or flat.

Repeal the fourteenth paragraph of Section 111 and substitute therefor the following new paragraph :—

In all streets named in Schedule B hereto verandahs and attached balconies shall be designed so that the facia and beam form an entablature with a depth of not less than twice the diameter of the column at base, and the ends shall be returned in a similar manner.

Repeal the second paragraph of Section 113 and substitute therefor the following new paragraph :—

Bay windows shall not exceed three feet nor balconies four feet six inches projection over any street, and no floor of any room or building shall project over any street excepting in the case of bay windows. No bay windows over streets are to exceed in the aggregate one-third of the building frontage. No bay window shall be nearer than three feet to the party wall of the building to which it belongs.

Repeal Section 121 and substitute therefor the following new section :—

121. Every permit granted by the Town Engineer shall state the position of the ground for the enclosure of which permission is given, and the size thereof, and the time for which permission is granted. For every such permit, the person or persons obtaining the same shall pay to the Council the sum of fourpence per square yard in any streets named in Schedule B hereto, and threepence per square yard in other streets for each week or portion of a week over which such permit shall extend, and where an overhead platform or bridging over an excavation which does

not obstruct the traffic is erected the fees shall be half the above rate.

Repeal the second paragraph of Section 123 and substitute therefor the following new paragraph :–

In streets other than streets named in Schedule B hereto a close fence or hoarding shall not be required, but the person aforesaid shall enclose the space with posts and rails at least three feet high and a footboard at least nine inches deep and one and a half inches thick, so arranged as to prevent the extrusion of sand or other material from within the fence.

Repeal the second paragraph of Section 134 (a) and substitute therefor the following new paragraph :–

Whenever outside scaffolds are erected for the construction of buildings over twenty-five feet in height, suitable means shall be provided, either by an enclosure of jackal wire netting or boarding sufficiently supported to prevent an accidental fall from such scaffolds of workmen, tools or material.

Repeal Section 134 (b) and substitute therefor the following new section :–

(b) In the erection of any building exceeding twenty-five feet in height, substantial temporary or permanent floors shall be provided as the works proceed, to the satisfaction of the Town Engineer, and any stair, ladder or well-hole in such floor shall be protected by strong guard rails three feet above the floor level, and all doorways in external walls and all window spaces opening on the floor level and in buildings of the skeleton type shall be protected in like manner. No person shall carry on, or allow any workman in his employment to carry on, work upon any such building at a height exceeding twenty-five feet above any such temporary or permanent floor, or at a height exceeding twenty-five feet above the ground, unless such temporary or permanent floor has been provided.

Provided always that joists laid or fixed not more than twenty inches apart shall be deemed to be a floor in terms of this by-law.

Repeal Section 134 (c) and substitute therefor the following new section :–

(c) All scaffolds shall be properly and securely constructed of materials of sufficient strength and sound in every respect. All timber used shall be free from dangerous knots and other defects.

All timbebr used for stretchers, struts, sole and head pieces shall be not less than four and a half inch by three inch deal.

In needle scaffolds the needles shall be fixed on edge and shall be nine inch by three inch deal or timber of similar strength. Needles shall be spaced not more than six feet apart with nine inch by one and a half inch flooring for platforms. If nine inch by three inch flooring is used the needles may be spaced ten feet apart, which is to be the maximum spacing under any circumstance. The outside portion of the needles must be strengthered by brackets and struts. Needle scaffolds shall be provided with a strong and securely fixed guard rail.

The Town Engineer or his assistants may inspect any scaffolding (rope, planking, ladder, pudlock, or staging or contrivance used on or in connection with any operation for the construction, destruction, alteration or repair of any building, and should any such scaffolding, rope, planking, ladder, pudlock or staging or other contrivance be found in any way defective, may serve a notice on the builder, owner, architect or person in charge of the work, calling upon him to rectify such defect, and the person upon whom such notice is served shall immediately comply therewith and shall prevent the further use by any workmen of such scaffolding, ladder, rope, planking, pudlock, staging, or other contrivance until such defect is rectified to the satisfaction of the Town Engineer or his assistants. He shall also cause the top of all ladders fixed for use of any person to extend at least three feet above the landing at highest point of such ladder.

Repeal Section 134 (d) and substitute therefor the following new section :–

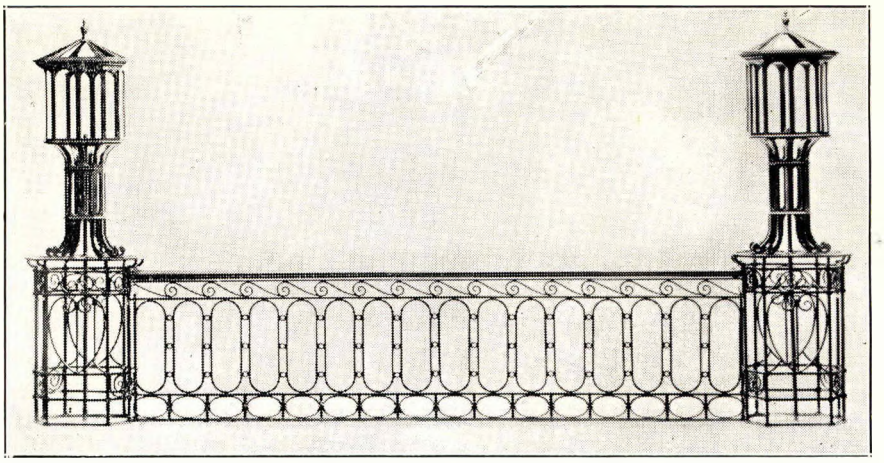
(d) The person in charge of any such operations as referred to in Article 134 (c) shall on any scaffolding used in connection therewith which is more than forty feet above the ground level, provide and maintain guard rails at a height of three feet from every floor or planking forming part of such scaffold.

All platforms shall be at least three feet wide.

to be continued.

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building trade returns.

Johannesburg.

Arnold Booth, Jan Smuts Avenue, Dunkeld West, new house, £1,750.
Ayres, F. E., Cecil Avenue, Melrose, new house, £2,500.
Astor Mansions, Ltd., Jeppe and Von Brandis Streets, new flats, £32,000.
P. & W. Crane, Andries Street, Troyeville, new houses, £1,500.
P. Crane, Dawe Street, Troyeville, new houses, £1,500.
B. M. Cartoon, Third and Seventh Avenues, Parktown North, new shops, £3,000.
A. Coetzee, Huntley and Threadneedle Streets, Hurst Hill, new houses, £2,000.
C. C. Champion, Empire Road, Parktown Extension, new house, £1,500.
Colosseum Buildings, Ltd., Commissioner Street, additions to basement, £7,000.
G. Catto, West Street and Ninth Avenue, Mayfair, new houses, £2,400.
Elgin Estates, Ltd., Plein and Klein Streets, new hotel, £23,700.
W. Foster, Cotswold Drive, Saxonwold, new house, £1,750.
W. J. Grant, Northumberland Road, Kensington, new house £1,800.
Heath's Hotel Buildings, Ltd., Pritchard and Von Brandis Streets, new shops, £64,500.
T. G. Hellyar, First Avenue, Bezuidenhout Valley, new houses, £1,700.
A. Jackson, Perth Road and Second Avenue, Westdene, new warehouse, £2,000.
Kavin & Kelfkens, De Villiers and King George Streets, additional floor, £2,400.
J. M. Lester, Harrison Street, new flats, £8,500.
C. M. Meeser, Dawe Street, Troyeville, new houses, £1,500.
Montrose Building, Pty., Ltd., Catherine Avenue and Abel Road, Berea, new flats, £30,000.
H. McIntosh, van der Merwe and Banket Streets, new flats, £6,500.
Mrs. Manik, Saxonwold, new house, £1,750.
Notre Dame Sisters, Bernard and Armadale Streets, Martindale, new house, £2,250.
Transvaal Provincial Council, Hoofd Street, Milner Park, new house, £2,500.
Transvaal Provincial Council, Cumberland Street, Kensington, new school, £3,600.
Ridgeview Mansions, Banket and Willie Streets, new flats, £17,000.
Mrs. E. Saunders, Wantage Road, Parkwood, new house, £1,800.
R. Wolfe, Roy Street, Sophiatown, new houses, £1,750.
E. Wolpert, Eighteenth Avenue, Malvern, new houses, £1,500.
W. T. Watkins, Third Avenue, Melville, new houses, £1,500.

Capetown.

J. D. Pritchard, house and garage, Brompton Avenue, £1,500.
B. E. M. Krutzman, house and garage, Joubert Road, £1,350.
E. Phillips, flats (8), garages (4), and rooms, Worcester Road, £9,000.
J. E. Willyiams, house and garage, Bertrand Road, £1,750.
M. Southwood, house, Lot 14, off Glengariff Road, Battery Estate, £1,100.
D. A. Davis, house and garage, Avenue St. Leon, £1,900.
T. Harvey, house and garage, Springbok Road, £1,450.
Brimble & Briggs, Ltd., additional premises, Dock Road, £3,000.
Barclay's Bank (D.C. & O.), premises, cor. Long and Church Streets, £13,000.
A. Penkin, flats (6) Leeuwen Street, £4,000.
E. C. Seeman, houses (2), Lion Street, £1,400.
H. S. A. de Villiers, house and garage, Bayview Avenue, £2,400.
J. N. Ross, house and garage, Berea Road, £1,350.
S. I. Gillham, house and garage, Lot 18, off Highlands Avenue, £1,400.
Diocese of Capetown, Church of the Transfiguration, Roeland Street, £2,000.
I. J. Freeman, shops (2), flats (2), and houses (2), Roos Street, £3,250.
J. Galansky, shops (3), flats (3), cor. Hanover and Arundel Streets, £1,000.
A. D. Mitchell, house, Yeoville Road, £1,250.
S. Berman, converting stable to flats (4), Invery Place, £1,200.
W. Kramer, dev. to 31807, Hyde Street, £8,000.
F. Pereira, houses (2) and garages (2), Upper Cambridge Street, £1,550.
T. C. Brewis, houses (2) and garages (2), Coronation Road, £1,800.
Maratos & Co., houses (4) and church hall, Mountain and Brabant Roads, £5,000.
S. H. Block, house and garage, cor. Chester Road and Melbourne Street, £1,550.
A. Effendi, houses (4) and garage, Warwick Street, £3,200.
P.W.D., alterations and additions to post office, Albert Road, £2,800.
J. Kalmonowitz, converting garage to house, Booth Road, £1,000.
R. A. Johnson, house and converting stables to flats (4), Salisbury Street, £2,800.
H. Tidswell, house and garage, Hurley Road, £1,100.
F. M. and W. J. Bongers, house and garage, De Villiers Avenue, £1,000.
C. G. Reynolds, house and garage, Raleigh Road, £1,050.
A. Tockar, houses (2), Disa Road, £1,550.
H. R. Hodges, house and garage, de Villiers Avenue, £1,600.
G. D. Smith, house and garage, cor. Bloemendal and Priory Roads, £1,050.
H. van Breda, houses (2), Twentieth Street, Kensington Estate, £1,200.
J. Williams, houses (2), Twentieth Street, Kensington Estate, £1,150.
T. Borchjes, houses (2), Eighth Street, Kensington Estates, £1,150.
S. Allie, houses (4), Tenth Street, Kensington Estate, £1,700.
Old Apostolic Church of Africa, church and house, Milner Road, £1,900.

J. P. Simpson, house, Kent Street, £1,150.
B. M. Stevens, houses (2), Eleventh Street, Kensington, £1,000.
J. L. A. Schluter, house, Kent Street,, £1,150.
C.C.C., houses (104), Discovery, Shackleton and Mawson Avenues, £29,120.
Apostolic Faith Mission of S.A., church, cor. Coronation and St. Anne's Roads, £1,550.
Cape School Board, additions to school, off St. Athan's Road, £2,200.
M. J. van Niekerk. house and garage, Forth Road, £1,100.
Diocesan Col. Council, converting Science Laboratory to cloakroom, Campground and Sandown Roads, £1,000.
M. A. Hubner, houses (2), cor. Trematon Road and Renfrew Street, £1,300.
Cape School Board, hostel, Erinville High School, Campground Road, £18,700.
Associated Buildings (Pty.), Ltd., house, Coniston Road, £1,000.
Wonderful Homes (Pty.), Ltd., house and garage, Lot 22, Wyndover Road, Wyndover Estate, £1,000.
W.P. Rugby Football Union, grand stand, Newlands Football ground, Boundary and Kelvin Roads, £10,000.
R. Scott, house and garage, cor. Malcolm and Lister Roads, £2,000.
M. E. Bates, houses (3), Balmoral Road, £1,550.
M. Pentz, house, Midwood Avenue, £1,450.
M. Symons, house and garage, Midwood Avenue, £1,350.
D. E. Shannon, house, cor. Protea and Selborne Roads, £1,350.
A. M. Ward, house and garage, cor Water Street and Menin Avenue, £1,450.
G. W. Calder, house, off Gatesfield Road, £1,350.
G. E. Chinn, house and garages (2), Lot 349, off Boyes Drive, Muizenberg North Estate, £2,250.
C. M. F. Liddle, house and garage, cor. Firfield and Delaney Roads, £2,000.
J. Downie, hall, Cranmere Road, £1,000.
I. Dawood, shops and alterations and additions, cor. Main and Kendal Roads, £2,250.
L. W. Liddell (All Saints Church), Parish Hall, Morton Road, £1,800.
E. C. Drury, conv. to house and garage, Lot, 9, Blk. Ge, off Southfield Road, £1,000.
E. A. Mathew houses (2), Ross Road, £1,550.
C. Dearham, house and garage, Mountain View Road, £1,150.

Number of plans passed, 224 ; total value, £225,998.

Durban.

A. S. Mathieson, Tenth Avenue, dwelling, £900.
G. M. D. Seedat, North Street, three blocks of dwellings, £3,300.
A. Hamilton, Trematon Drive, dwelling, £1,350.
Wm. Stanley, Cato Square, hotel, £3,000.
H. K. Le Marchand, Grant's Grove, dwelling, £1,350.
C. Holmes Marriott Road, dwelling, £2,017.
J. Aulfes, Willowvale Road, dwelling, £1,150.
J. T. Ross, off Rapson, Road, dwelling, £1,000.
V. H. Tunmer, Princess Alice Avenue, dwelling, £1,000.
Challinor's, Ltd., Roadknight Avenue, warehouse, £900.
W. G. S. MacDonald, Umgeni Road, cowsheds and stables, £2,000.
Mrs. K. E. Cook, Florida Road, additions to boarding house, £1,035.

Number of plans passed, 62 ; total value, £25,392.

East London.

A. L. Gray, brick dwelling, Union Avenue, £1,000.
A. Buchanan, s/d cottages, St. George's Road, £1,100.
A. Downie, brick dwelling, Haig Road, £1,000.

Number of plans passed, 14 ; total value £3,577.

Salisbury.

J. Saric, cottages, Jameson Avenue, £1,300.
E. B. Shepherd, residence, Beit Avenue, £1,855.
Wesleyan Church, church hall, Central Avenue, £1,260.
I. Smith, dwelling, Hillside, £550.

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