

in conjunction with red and green in the forms of a "barber's pole" on the mouldings. The boarding between the common rafters was painted white with sprigs of flowers at intervals, or blue studded with lead stars painted gold. Just as the Greek temples at the height of their glory were ablaze with colour, so these roofs must have had a most striking effect, when they left the hands of these enthusiastic mediaeval craftsmen.

To the South African student, who is accustomed to see the local ecclesiastical buildings roofed over by

means of $4\frac{1}{2}$ in. x $1\frac{1}{2}$ in. rafters covered with beaver boarding, it is a sheer joy to study these old English timber roofs, and reflect, on what almost appears to be, the glory of a past reile. It seems a pity that owing to the question of cost, we are not encouraged to follow the example of the mediaeval builder (or perhaps we have lost the skill?). The open timber roof is undoubtedly the finest type for an ecclesiastical building, and perhaps during the coming period of peace, and with it increased prosperity, this historic type may regain its former popularity.

New Premises, Sauer and Marshall Streets.



This building, recently erected at the corner of Sauer and Marshall Streets, Johannesburg, for Messrs. D. Drury & Co., Ltd., marks the rapid development of the business portion of the town closely associated with the mining industry.

The ground floor of the building, covering an area of approximately 6,400 square feet, is devoted entirely to show room purposes for the display of machinery and accessories.

The erection of overhead travelling crane, covering a span of 30 feet in width necessitated the minimum of supports for the floors and walls of the company's offices, which are situated on the first floor. The con-

struction of the building is mainly of reinforced concrete in piers, beams and floors. The main reinforced concrete beams are of the unusual span of 30 feet, and the intermediate transverse beams of 20 feet.

The interior of the first floor is exceptionally well lighted by means of a light court in the centre of the block, and a large lantern light in the centre of ceiling affords ample light and ventilation to the interior of show room on ground floor.

Messrs. Cowie & Powers, A.R.I.B.A., of Johannesburg and Pretoria, were the architects, and the general contractor was Mr. F. Allwright, of Johannesburg.

Architecture in its Simplicity.

RESTRAINT AND HONESTY OF PURPOSE.

By H. W. SPICER.

Standing before a painting at a recent exhibition of the National Academy, an academician, many years a painter, a teacher of long experience and a critic whose opinions are eagerly sought and respectfully received, was discoursing at some length on its merits. In summing up his opinion he declared the painting was "fussy," and as he expressed, "all over the lot."

This same criticism will apply equally well to some phases of architectural design. Just what is regarded as "sanity" in design is becoming each year better understood as the propaganda of good taste is more and more extended, and with this knowledge it is practically easy to formulate principles which will be safe guides.

Every teacher of art, in any of its phases, will endeavour to impress on his students the necessity for simplicity, for the accentuation of a dominating motive, and the suppression of every other feature of the design to that motive. When this accent of a single idea is properly carried out the result becomes simple and good, but when, as is so often the custom, the design is repeated in as many variants as the designer can invent, the result, like the one expressed in the picture, becomes "fussy."

All phases of art have many things in common. Simplicity is as desirable in the art of architecture as it is in the art of painting, of sculpture, of decoration, or of literature. It is only the man, in any walk of life, who is not sure of himself, who piles one thing upon another, using a mass of lines, of words, of form, to express what would be much better said if reduced to its simplest statement.

The stately buildings on the Acropolis at Athens, in their beautiful simplicity, are to-day regarded with reverence as the highest expression of architecture. The Rococo, with all its floridness, its repetitions, its "fussiness," has gone down to ignominy as something to be avoided.

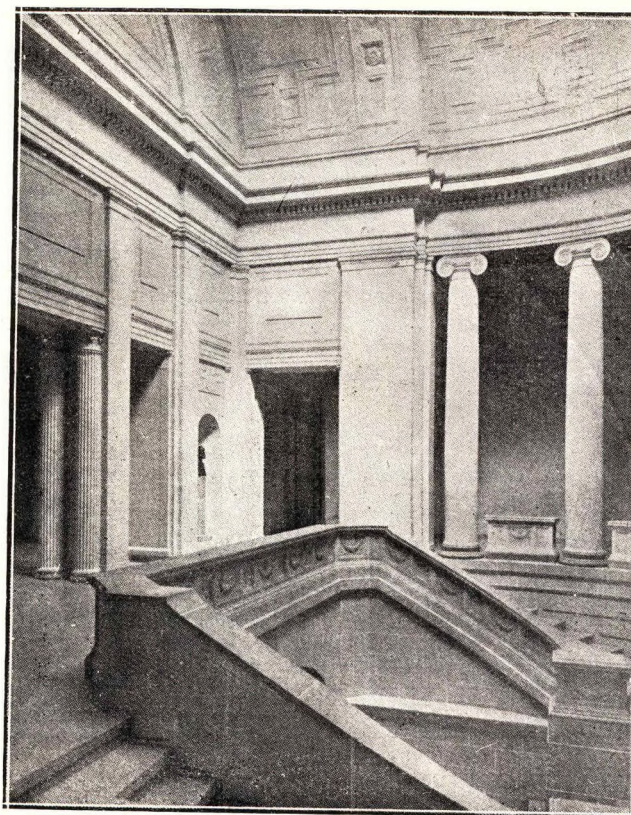
Millet's "Angelus," a simple picture in its composition, a masterpiece in its colour, is one of the great pictures of the world.

All great things contain no "stunts," no theatrical methods to attract attention. Their appeal lies in their beautiful simplicity.

It is only necessary to study the collected works of architects who have gained distinction to discover

how thoroughly everything they did was governed by the rule of simple interpretation.

The illustration showing the detail of staircase of the Robert Dawson Evans Galleries for Paintings, Museum of Fine Arts, Boston, Mass., by Mr. Guy Lowell, architect, is an excellent example of quiet dignity, purity of form and perfection of material. It is a fine study of a simple interpretation and gives a very high expression of "real" architecture.



It was Sir Ernest George, a distinguished English architect, who said: "No beauty of colour or design will justify a building faulty in construction, or any presentment of the human form without indication of bones and muscles." The truth of this statement is now generally conceded by authorities, and its acceptance is gradually eliminating the mere decorator from the practice of architecture. Looking back over the work that has been accomplished in this country during the past quarter of a century, it cannot be

denied that a considerable portion of it has lacked the suggestion of anatomy so necessary to true art. Greek sculpture, which ultimately reached the highest expression to which art has ever attained, was only developed when Greek artists began studying the anatomy of the human figure. Previous to that time Greek art was so devoid of any suggestion of the figure beneath the garments or of bone and muscle beneath the surface, that it possessed little artistic value.

It is probably safe to assert that a building that does not clearly express in its exterior design, both its use and its structure will never be regarded as an example of the best architecture. It may be contended that the design of structure lies within the province of the engineer, and that it should follow the design of mass, proportion and arrangement. To some extent this contention is justified, but composed without a knowledge of structural requirements and regard for them, a design will seldom, if ever, stand the best of analysis. The accepted forms of architecture are almost without exception founded upon the necessities of structure quite as much as upon esthetic requirements, and a designer who does not fully appreciate this fact, expressed by the maxim, "The line of beauty is the line of duty," can never hope to achieve distinction in his calling. Honest expression is as necessary to success in architecture as in any line of endeavour to which an artist can devote himself, and his honesty should extend as much to the structure of a building as to its use.

OUR ILLUSTRATIONS.

NEW SOUTH AFRICAN PARTY CLUB, JOHANNESBURG.

We illustrate the Competitive Designs awarded First and Second premiums in the recent competition. Seventeen sets of designs were submitted; the First Premium of £100 has been awarded to Messrs. Cowin and Powers, A.R.I.B.A., of Johannesburg and Pretoria, and the Second Premium of £50 to Messrs. Aburrow and Treeby, of Johannesburg.

The proposed building will occupy the important site at the corner of Eloff and De Villiers Streets, Johannesburg (opposite to the School of Mines), being in close proximity to the railway station. The site chosen is conveniently and admirably suited for a building of this nature.

The building, when completed, will be a worthy addition to the modern architecture of Johannesburg, and to the development of its leading business thoroughfare.

ASSESSOR'S REPORT.

P.O. Box 2028.

16, S.A. MUTUAL BUILDINGS,
HARRISON STREET,
JOHANNESBURG,
25th July, 1919.

The Chairman,
BUILDING COMMITTEE,
SOUTH AFRICAN PARTY CLUB,
St. James' Mansions,
JOHANNESBURG.

SIR,

Under appointment of your Committee as Assessor in the competition for the proposed New Club House, I have pleasure in presenting my report as follows:

Seventeen sets of designs were submitted, such displaying a very earnest effort to provide the accommodation asked for in the "conditions."

Owing to the severe handicap imposed upon the competitors by the limitation of cost, it is my opinion that none of the designs could be carried out for the amount allocated.

In this connection may I remind you that at a meeting of your Committee, held before issuing the Conditions of Competition, I drew your attention to the impossibility of obtaining satisfactory results unless the amount to be expended were dealt with in a more generous spirit.

The competitors' estimates of cost for the designs submitted averaged at £31,000.

The assessor's average is £33,500.

The mean average is therefore £32,250.

Eight of the competitors came within this limit, nine being disqualified on account of excessive cost.

In deciding upon the relative merits of the designs submitted I was mainly actuated by the observance of the following points:

- (1) Direct planning and economy in the utilization of the space at the competitor's disposal.
 - (2) The disposition of the various apartments best suited for the convenience of the members and facilities of the staff and administration.
 - (3) Compliance with the conditions, especially those affecting the portions which would be revenue producing;
- Finally, refinement with restraint in the treatment of wall spaces, both internal and external.

Only two competitors attempted to provide sanitary accommodation for the shops in proximity to the same, but it was so cramped that it was held to be unsatisfactory. All the other designs placed this requirement by way of the sanitary passage.

The native compound was located by ten competitors in the basement, the attempt was not wholly successful. In seven designs the accommodation is placed on the second or roof plan with satisfactory results.

The Municipal bye-law dealing with underground habitations (bye-law 101) is so exigent and calls for so much open air space that for this reason as also to preclude the possibility of a nuisance, I am satisfied that those competitors who placed this requirement on top floors should not be deemed to have flagrantly violated the conditions.

Of the eight designs not disqualified on account of cost, four displayed such points of merit that it was with sincere regret I was obliged to turn them down for the following reasons:—One placed the billiard room on a third floor—a most inconvenient height to reach should the passenger lift be out of order; another failed for non-compliance with sanitary requirements; a third disregarded the position clearly defined in the conditions for the dining and ball rooms; No. 17, in other respects a most acceptable design, plans the members' bar on the Eloff Street boundary, thus displacing shops of considerable value to the Club's revenue.

Two designs, Nos. 10 and 4, which although, in some minor details, not all that could be desired, nevertheless complied most closely with the Club's requirements.

No. 10.—This design, owing to convenience and regularity in planning, economising of space and refinement in treatment is commended as being clearly the most acceptable.

The billiard room, with thirteen tables suitably spaced, affords easy access to the main staircase, hall, bar, lavatory and latrines.

The latrines might be, with advantage, reduced in height to ensure a better fall to the main drain; better provision should be provided nearer to the entrance to the sanitary passage, for lavatory accommodation for the shop assistants of both sexes.

The bar is well lighted and spacious, the entrance being conveniently placed.

The shops are capable of division, and, with the exception of barber's shop and front entrance, occupy the balance of the two frontages.

The porters' lodge can be extended by placing it on the opposite side of the entrance hall and putting the telephone elsewhere.

The dining room and private dining room are good; it is suggested to omit the China closet in servery and to insert an extra door between servery and main dining room.

The typists' office, on second floor, is scarcely large enough and might be improved upon.

With these few amendments complied with, and after comparing the design with those coming within the margin of cost *I have no hesitation in giving the design No. 10 first place.*

No. 4.—This design, in my opinion, although lacking in artistic finish and refinement of design No. 10 has many points in its favour that, apart from that placed first, must recommend it. It complied generally with the conditions regarding accommodation, the planning is, however, somewhat loose and straggling, and compares unfavourably with the regularity and compactness of No. 10.

No lounge was asked for in the basement, and the space so occupied might possibly be allotted to purposes of greater utility.

The latrines, lavatory and cloaks are sufficiently spacious, but are placed in one compartment.

The members' bar is commodious, having a length of counter 100 feet and fairly well lit; the entrance through bar-stewards' room is objectionable.

The dining and ball rooms are spacious, communication with the orchestra, without interfering with dancers, is provided.

The private dining room can be screened off at east end of main dining room with separate entrance to it from the servery.

The staircase between first and second floors not being in continuation of the main stairs detracts greatly from what otherwise could have been made a tasteful feature.

The ladies' cloak room on first floor needs enlarging, more lavatory and W.C. accommodation should be provided in it.

The secretary's quarters on second floor and the typing office should be re-arranged so as to largely increase the floor space allotted by the author.

An objectionable feature of this design is the flat roof covering the entire structure; and the large amount of plaster ornament to the fascades, besides being heavy and devoid of refinement, is not in agreement with the spirit of the conditions.

The decision to place No. 4 in the second place was determined by the fact that the author more fully supplied the needs of the Club from a revenue point of view than most of the others.

I award the First Premium to Design No. 10; and the Second Premium to Design No. 4.

I am,

Yours faithfully,

J. F. BEARDWOOD,

Assessor.

Town Planning in Johannesburg.

FROM MINING CAMP TO CITY.

Paper read before the Town Planning Association (Transvaal) at its First Annual General Meeting held in Johannesburg in May, 1919.

By G. S. BURT ANDREWS, M.I.C.E.

About 33 years ago the ground on which the town of Johannesburg now stands was the barest of bare veldt. Scarcely a tree was to be seen except at small homesteads which were few and far between. The discovery of gold very soon brought about a change in these conditions. First a few tents called Ferreira's Camp, pitched on the ground now occupied by Ferreira Town, quickly followed by corrugated iron shanties and more pretentious dwellings constructed of sun-dried bricks. In 1886 the southern portion of the triangular shaped farm Rantjeslaagte, wedged between the farms Braamfontein and Doornfontein, was laid out as a township and proclaimed as such by the late South African Republic. The first lay-out or sub-division into stands or building lots was between Noord, Commissioner, Diagonal and End Streets, the area being about 307½ acres.

All the streets running east and west are 200 feet apart, those running north and south except at the extreme eastern and western ends of the township are in some places 200 feet apart and in others 250 feet. I have never been able to discover why some of the blocks were made square and others oblong, nor can I understand the reason for the very bad changes in alignment or kinks as they are frequently called across Bree Street between Eloff and Polly Streets.

The smaller blocks were sub-divided into four 100 × 50 ft. stands and eight 50 × 50 ft., which is equal to slightly less than one acre.

The larger blocks have six 100 × 50 ft. stands to the streets running north and south. The streets instead of four. All the smaller stands have frontages to the streets running north and south. The streets vary in width from 50 ft. to 77 ft., but unfortunately there are very few of the former. Five open spaces were provided, viz.: Market Square 6 acres, Church Square—afterwards called Von brandis Square—4½ acres, and End Park 3 acres. Most of you know what has happened to these open spaces. A large portion of Market Square is now taken up by the Town Hall. Von Brandis Square has been utilised for the Law Courts, Telephone Exchange and Fire Station, and Plein Square, half of which at one time was used for temporary Municipal Offices popularly known as the

Tin Temple—has been given over to the S.A. School of Mines and Technology.

Looked at from a purely Mining Camp point of view and the uncertainty in those days as to the future of the newly discovered gold fields, it is perhaps not surprising that the lay-out was planned as it was. It was certainly not anticipated that the small mining camp would in so short a time grow into the largest town in South Africa and be destined to become the most important gold mining centre in the world.

Although the planning of the first part of Johannesburg is certainly open to a great deal of adverse criticism, the extraordinary circumstances of the case should not be overlooked. Had anyone—even a highly qualified Town Planner—suggested in those days the possibility of the town extending from four to six miles in all directions from Ferreira's Camp, he would most assuredly have been taken for a lunatic. It is of course, a pity that the surveyor who was entrusted with the planning of the township was not imbued with more optimistic feelings, but we can all be wise long after the event. There is no doubt however that Johannesburg is a glaring instance of the real necessity for placing town planning work in the hands of experienced men from its very inception. Want of foresight in connection with the lay-out of the first portion of Johannesburg might under all the exceptional circumstances be considered excusable, but one feels bound to take quite another view when it comes to the extensions. When it was found that the Mining Camp was rapidly changing to a town of some importance and that more ground was required for residential buildings, one cannot help feeling that there was plenty of time to realise the necessity for adopting a more suitable lay-out for such purposes. It cannot be said that better examples did not then exist in South Africa. They did, for even towns close at hand such as Pretoria and Potchefstroom are infinitely superior to the older portions of Johannesburg, although from a town planning point of view they may be considered to fall far short of what they should be. About two years after the original township of Johannesburg was proclaimed, another area was laid out north of the present railway, now known as Hospital Hill and Braamfontein. The

only difference in the planning was that sanitary passages were provided, some of the blocks were made slightly larger and a more generous allowance was made of open spaces which include the Wanderers Club ground (31 acres), Joubert Park (17 acres), a site for a hospital (about $15\frac{1}{2}$ acres) and a small extension to End Park. In about three years from the proclamation of Johannesburg proper, townships had been formed in all directions, including Ferreira's, Marshalls, Fordsburg, Jeppestown, Doornfontein, Troyeville, City and Suburban, Bertrams, Yeoville, Bellevue, Booyens, Ophirton, Turfontein, Rosettenville, Auckland Park and Paarlshoop. Unfortunately they were all laid out on much the same lines with 100×50 and 50×50 stands and streets 200 feet apart. In one or two cases, such as Doornfontein and Troyeville, the blocks were made longer and 50×50 stands were eliminated. In some parts of Rosettenville the stands were made 100×100 .

We have now arrived at a point in the history of the lay-out or planning of greater Johannesburg, when one is naturally inclined to wonder why these large areas of ground were allowed to be sub-divided in such an ill-conceived manner. It can only be concluded that that form of lay-out was found by the landowners or their expert advisers to be, as is termed in mining work, a payable proposition. A fairly large purchase price, plus ten shillings a month license for the leasehold rights over a 100×50 ft. plot of ground must have been a very alluring prospect in those days to anyone with sufficient capital to buy two or three hundred acres of ground. But what were the authorities doing to allow such things to continue. Until the latter part of 1889 the local governing body consisted of the Mining Commissioner as chairman and six members nominated by the Government. This administration was followed by a board of twelve elected members with a Government Commissioner and two other Government nominees, one being the District Surgeon. Very little, if any, constructional work of importance was undertaken until the appointment of the first Town Engineer in November, 1889. In those days the Government Survey Department controlled the lay-out of townships, and as far as can be ascertained the local authority had very little voice in the matter. At all events, in 1890 the area controlled by the local authority, some $4\frac{1}{3}$ sq. miles, was practically all laid out, including as it did the townships of Johannesburg, Braamfontein, Fordsburg, Ferreira's town, Marshallstown, Jeppestown, George and Fawcus Towns, now known as Fairview, Burghersdorp Brickfields, now known as Newtown, Langlaagte Estate and the old Coolie and Kaffir Locations. It should have been possible even then to make important improvements in the lay-out of the town and to exercise some

guiding influence on the planning of outside suburbs, but if it was ever attempted there is no record of it nor is there much evidence of any desire to sub-divide the ground on sound town planning principles. A network of rectangular lines was apparently the ruling feature in connection with the lay-out of the great majority of townships. It hardly seemed to matter much where the lines went—over kopjes, across public streams—so long as they were straight and equidistant. It is by no means an uncommon thing to find a 50 ft. road with one side 15 feet lower than the other, natural water courses running through private stands, or roads located in such positions that it is not possible to drain them without obtaining wayleaves over private property.

I think Parktown was the first township to be planned on more suitable lines for residential purposes, but the selling of land in isolated lots before any preconceived general plan was adopted made it difficult to perfect an idea which was evidently in the mind of the surveyor who ultimately planned it. Although a distinct improvement on some of the other townships, many important points appear to have been overlooked.

Immediately before the Anglo-Boer War the area under the jurisdiction of the Stadtsraad, as the local authority was then called, was five and one-tenth square miles, under the Council nominated by Lord Milner, it was 9 square miles, in November, 1902, it was increased to $75\frac{1}{2}$ square miles, and another six square miles were added in 1903. Within this area there are no less than 112 townships, subdivided into 75,067 stands, and about 756 miles of streets. The proportion of different classes of ground within the Municipality is approximately as follows:—

Townships, 39.8 per cent.; mining ground, 20.8 per cent., and agricultural or grazing ground, 39.4 per cent. The present population is estimated at 264,880, of which 140,750 are Europeans. It will thus be seen that the length of streets as compared either with township area or population is strikingly out of proportion. In my opinion many of the public works of Johannesburg, such as road construction, water mains, sewers, stormwater drainage, town lighting, cost at least twice as much as they would if the town had been planned with less thought of personal gain and more consideration for the welfare of the community. This coupled with the regrettable fact that the streets have to be constructed out of revenue instead of by owners of abutting properties as in most cities in other parts of the world, makes it more and more difficult to keep pace with the requirements of the ever-increasing population.

Many years ago when it was not too late, I suggested the advisability of closing a large number of

the cross streets and of regulating the size of the stands so that they could not be made less than $\frac{1}{4}$ of an acre between the two and three mile circles, half an acre between the three and four mile circle, and one acre beyond the four mile circle from the General Post Office. Although this suggestion was received with a certain amount of sympathetic consideration, nothing came of it. From a purely town planning point of view, the topographical and physical features of the Municipal area leave much to be desired, but had it been tackled properly and fearlessly from the first, much expenditure could have been saved, quite apart from the improved appearance and increased comfort and convenience. Even to-day it would be possible to greatly improve the existing conditions, but they require a firm hand and willing co-operation of the people. The ridiculous prices frequently asked by property owners for minor but very necessary public improvements are not calculated to encourage the local authority to embark on schemes of larger pretensions. You are probably wondering if the Municipality has no machinery whereby essential town planning improvements could not be made by means of expropriation. It has, but unfortunately it is so cumbersome and costly to set into motion that it pays to settle on inflated values better than by exercising the Council's rights of expropriation. This will be readily understood when I tell you that all costs have to be paid by the Municipality whether it wins or loses. My own opinion is that exposure of one of two flagrant cases might have beneficial results. Whilst admitting that Johannesburg is a striking example of what it should not be from a town-planning point of view, it cannot be denied that improvements have been made in many directions. Tree planting has probably done more than anything else to help to beautify the place. The making of arterial roads to the suburbs and the extension of the tramway system has done a great deal towards the prevention of overcrowding and inflation of land values. Looking back nearly thirty years and comparing Johannesburg then with what it is to-day one cannot help feeling that with all its drawbacks we have reason to be a little proud of what we have done. It has been my good fortune to travel in a good many parts of the world, but I have never seen any place where there is such a variety and charm of design in residential buildings as one finds here. What a pity it is that so many of them have to be squeezed on such small pieces of ground. It shows, however, what can be done even under difficult conditions.

The thought has often occurred to me of the great opportunities some of the township companies have lost in the planning of their estates. Take for instance, the Houghton Estate and Parktown. What a glorious drive could have been constructed along the

edge of the ridge, where one of the finest views can be obtained in the country. As it is, this wonderful view has been sold to a comparatively few fortunate owners of building lots instead of being reserved for all time for the benefit of the general public. Anyone who has made a study of town planning cannot go far without realising what a large field there is for thought and how many channels there are for diversity of opinion. If I had to lay out Johannesburg afresh I would be inclined to follow as closely as possible the following general principles:—

All arterial roads to run as straight as possible from the centre of the town to the outskirts, such roads to be not less than 100 feet wide. Circumferential roads to be not less than 60 feet wide and not less than 300 feet apart. No hard and fast rule should be laid down as to the length of the blocks, but it is suggested that they should not exceed about three times the breadth. No stand to be less than a quarter of an acre within the one mile circle, half an acre between the one and two mile circles, three-quarters of an acre between the two and three mile circles, and one acre beyond. These larger sizes might be modified slightly where they abutted on main roads in the suburbs. Ridges and view sites should be utilised as far as practicable for pleasure grounds and drives. Adequate provision should be made for drainage so that water furrows would not pass over private angle corners. Provision should be made for frontage stands. There should be no acute angles or right lines so as to prevent one owner placing a building nearer to a street than another.

I would favour sanitary passages wide enough for vehicles on sloping ground, but not on fairly level ground. A boulevard about 200 feet wide on the three mile circle as near as the topographical features would permit, would be a pleasant and useful feature in the lay-out. There should be one large park with the boulevard running through it and several smaller district parks or recreation grounds. The hospital site might with advantage face the large park. There should be a fine large paved square in the centre of the city with all the public buildings, such as the Post Office, Law Courts, Government Buildings and Municipal Offices facing it. All the principal arterial roads to lead direct to the central square. It is easy to imagine what an imposing city Johannesburg with its great wealth would have become had it been planned on these or other more suitable lines. Everything seems cramped in Johannesburg, and most of the public buildings are spoiled by the want of sufficient space. All this is unfortunately due to regrettable lack of foresight in planning. There is now, I am glad to say, a Townships Board in existence appointed by the Government, which has a controlling power over the lay-out of new townships. It is to be hoped that every member of this

Board will make himself acquainted with the most up-to-date principles of town planning, in order that the mistakes made in Johannesburg from its very inception may not be repeated.

No account of town planning in Johannesburg, however brief, would be complete without some mention of the large expropriation scheme carried out by the Municipality some sixteen years ago at a cost of nearly £1,200,000.

Those who knew Johannesburg before and immediately after the Anglo-Boer War may remember the wretched and insanitary condition of the area known as the Brickfields and the Kaffir and Coolie Locations. But only those whose duty it was to closely examine the conditions that existed within a distance of less than half a mile from the General Post Office will ever realise how necessary it was to practically wipe out the large majority of the filthy shanties and hovels in that locality. An outbreak of plague in March, 1904, hastened the demolition of the buildings in the old Coolie Location, which were destroyed by fire. The area expropriated was about 173 acres. It was laid out into building lots of varying dimensions, to many of which railway sidings were laid. This is now the township of Newtown. The majority of the stands

are occupied by important trading and industrial concerns. Fairly large areas are taken up by the Produce Market, Cattle Market and the Abattoirs, all of which are Municipal enterprises.

The tragic affair of the dynamite explosion on the 19th February, 1896, when about one hundred people lost their lives and a large number of buildings were razed to the ground led to a slight improvement in the lay-out of building lots in that locality. I purposely use the word slight because it cannot be conceded that the lay-out of Vrededorp with its 50 x 50 stands and 25 feet streets is much of an improvement on the old conditions, except from the point of view of order and regularity.

In addition to limiting the minimum size of stands, I would like to see less of the ground used for bricks and mortar. The local regulations in regard to air-space are certainly liberal as compared with other towns and cities, but even so it seems to me that stands on which residential buildings are erected should have sufficient open space for use as a playground if necessary. Is it any wonder that we see so many children playing in the streets when they have so little

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space for open air recreation attached to the buildings in which they have to live.

Unfortunately the person who builds houses for letting purposes finds little encouragement for leaving much garden space. I know from experience that many people renting houses are inclined to fight shy of properties where there is much garden space, because of the trouble and expense in upkeep.

I am afraid this is a somewhat cursory commentary on the planning of Johannesburg, but it had to be written at odd moments and my great difficulty has been to know where to stop. I am glad to have had the opportunity of addressing you on this subject because if it does nothing more it at least shows that the local authority has had very little to do with the planning arrangements of the town and suburbs. In most cases the townships were already in existence before they came under the jurisdiction of the different Municipal administrations.

TRANSVAAL PROVINCIAL LICENSE TAXATION.

During the last session of the Transvaal Provincial Council an additional taxation Bill was passed, which provides for a tax of £5 per annum on professional men.

This Association's Council made every effort to demonstrate the injustice of the measure, but without avail.

In this connection Messrs. W. H. Stucke and J. C. Cook, M.P.C.'s, rendered valuable aid in their endeavours to combat the imposition when under consideration by the House.

The following is an excerpt from a speech delivered by Mr. Stucke against the measure at the time it was under consideration by the Provincial Council:—

Mr. Chairman,—At this stage I wish to say a word as to the position of architects, who are included in this list. The architects are not disposed to quarrel with this tax, or to suggest that they should be singled out for exemption, though in the company of many others, they marvel that certain professions should be put upon the list while others are left out in the cold; but it is only right that attention should be drawn to the peculiar and unfortunate position in which the architects are placed in relation to this tax. This tax is a licence or additional licence presumably to permit the licensee to carry on his business, and therefore incidentally and indirectly he is to a certain extent protected from competition which might otherwise arise from unlicensed persons.

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Now this applies to every occupation mentioned in the list, except that of the architects. Though the architects are registered under a Government Act, and have to pay an annual fee of £5 5s., which is, of course, in addition to this proposed tax, the only protection that they enjoy is that no one unless so registered can style themselves an architect; but anyone can perform all the duties and work included in the profession of an architect, and can recover fees for so doing without being registered, provided he does not call himself an architect.

It will be interesting to see whether the Receiver of Revenue will endeavour to collect this tax from such persons, and if so with what success, otherwise the registered architects will be paying the tax while a far larger number of persons performing the duties of an architect and earning emoluments from same will escape.

In support of my contention I will just quote the following authentic figures from this document I have before me:—

The total number of plans passed through the

Johannesburg Municipality during a certain definite period ending sometime last year, was 2,004, and out of this number only 467 were prepared or signed by registered architects.

The total cost of the works for which these plans were prepared amounted to £731,891, of which sum only £303,784 represented the cost of works for which the plans had been prepared by registered architects.

I could continue to quote from this document, giving statistics from other towns in the province which carry the anomaly still further, but the figures I have given are sufficient to support my contention.

The architects are indulging in the hope that out of evil good may come, and that the imposition of this additional burden may lead to the general recognition of the anomaly to which I have drawn attention, and perhaps to the favourable reception by this Council of some ordinance that may be introduced at a later date, for the purpose of removing this anomaly.

In the meantime the effect of the imposition of this tax will be to place the registered architect at a disadvantage with the unregistered man.



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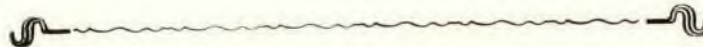
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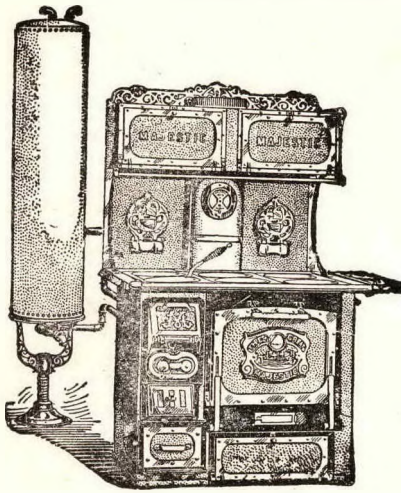
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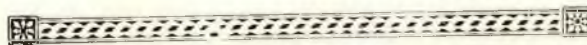
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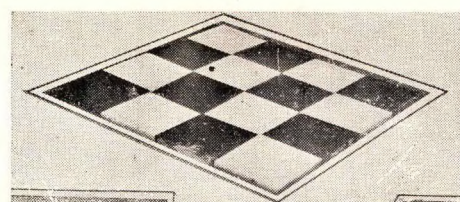
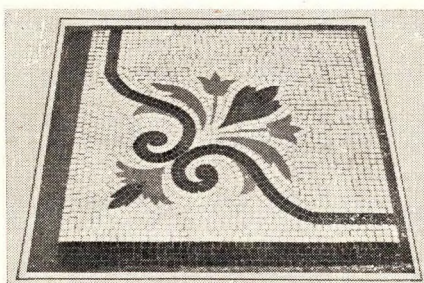
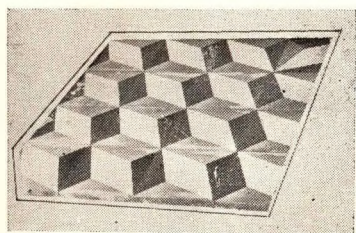
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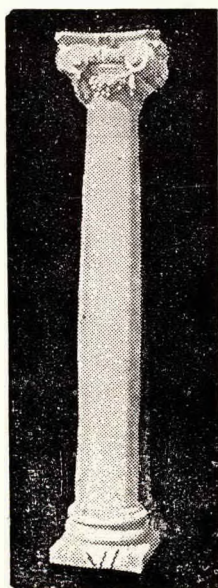
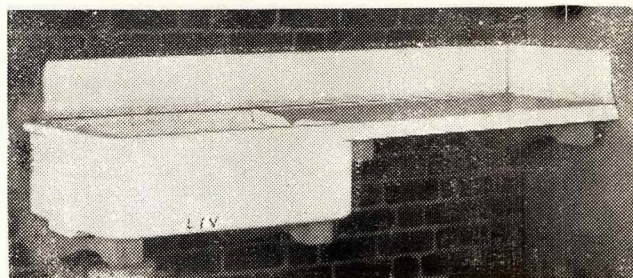
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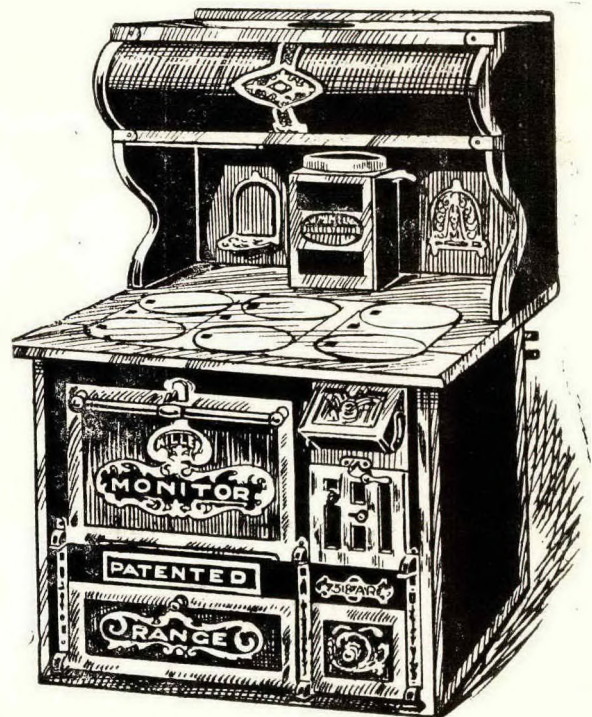
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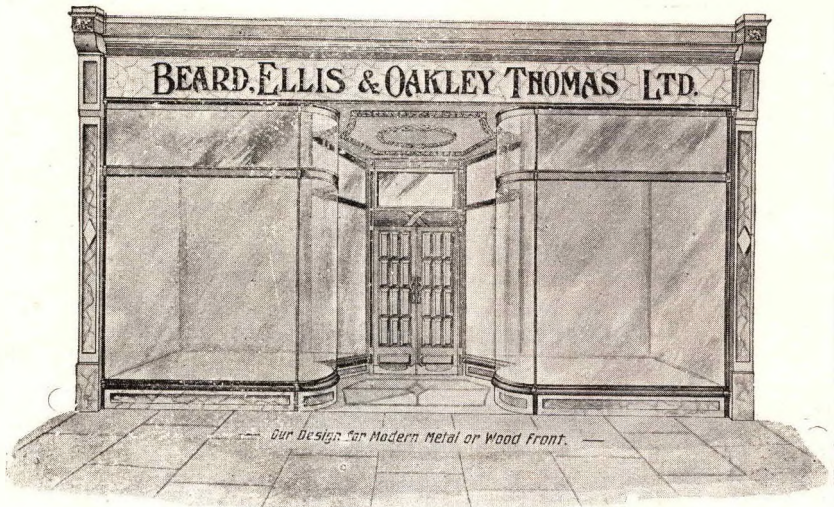
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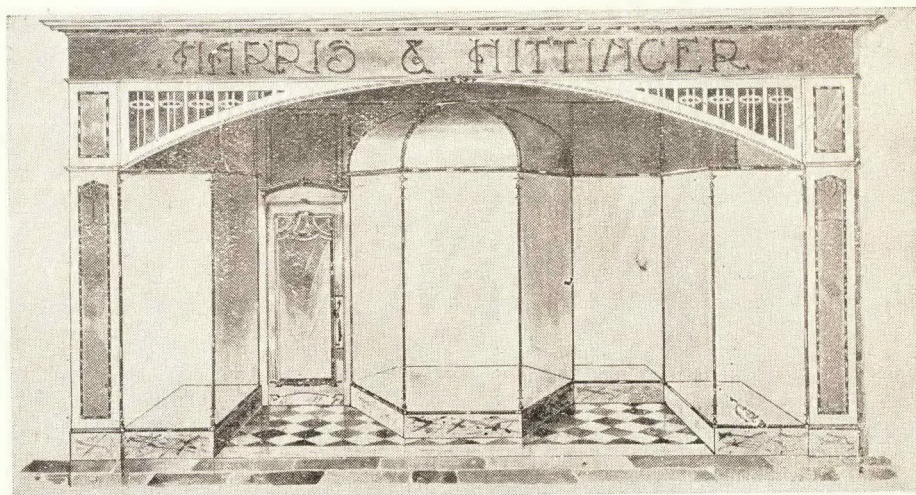
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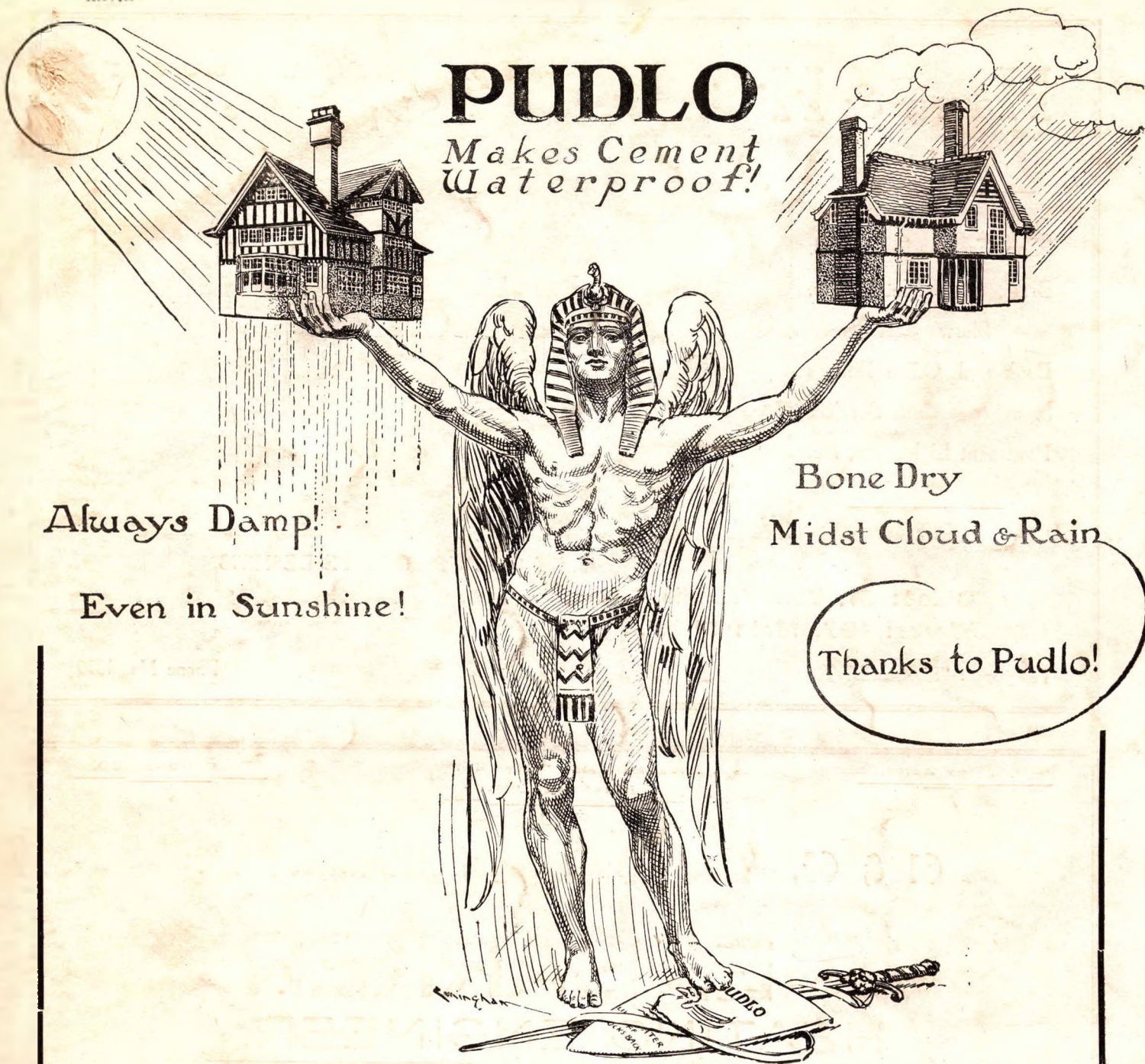
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