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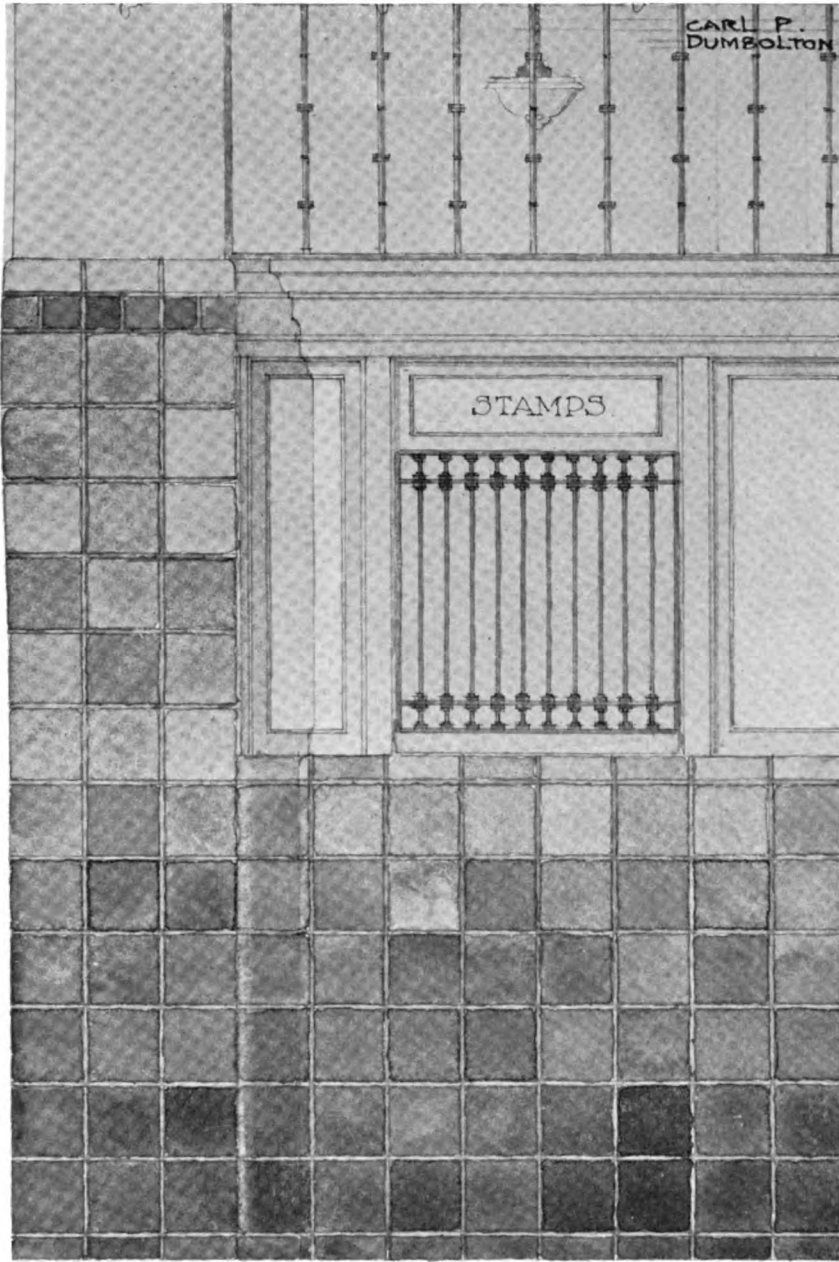
# THE FEDERAL ARCHITECT

*January - 1935*

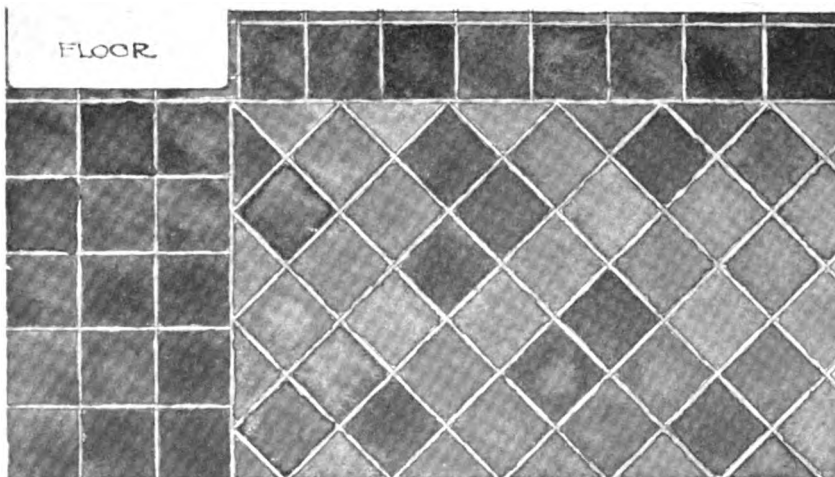


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*See article "High Hat in Manhattan," one of the most charming photographs of this subject we have ever seen.*

# THE FEDERAL ARCHITECT

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■ IN November there were several ceremonies at which Mr. James A. Wetmore, in apt and characteristic fashion, said goodbye to the Office of the Supervising Architect.

Mr. Wetmore as Acting Supervising Architect had become an institution, as well as a friendly personality. With his departure, the old organization dropped behind the horizon. The new set-up has shown itself a capable one under trying circumstances and one that technical men may be proud to work under. But few men of long tenure in the Supervising Architect's Office can witness the waning of the old order without some emotion.

However, the old guard dies, but does not surrender. The energy built up in the past twenty years of the Supervising Architect's Office, the will for accomplishment, the knowledge of how to handle complicated and delicate situations did not depart. The virility of the old organization passes on to the new.

Mr. Wetmore may bask in the sun of Florida skies. He may have shaken the dust of the Treasury from his shoes. But there will be always a certain part of him left and continuing in the Public Works Branch of the Procurement Division.

His retirement was a nominal thing. He occupies another official status and is physically distant. But actually and in fact and in idea he sits at a phantom desk in an imaginary room here.

■ ONE of the most interesting things in recent architectural history is the virility and *esprit de corps* of the so-called contract architects who have been taken on in a supervisory and consultant capacity by the Treasury Department.

We have always held that there is no finer type of citizen than the architect. There is no one who so cheerfully takes off his coat and says "If this is what has to be done, let's do it." There is no one who accepts the fall of the cards so philosophically, who so surely bobs up out of a welter of unaccustomed conditions and requirements with the ball in his hand.

The first thing these contract architects thought of when they had been admitted, naturalized but not fully assimilated, was organization among themselves. They searched around and found a place where a romantically-minded person served meals in a former stable (a combination hard for any architect to resist), and every Thursday evening they gathered and talked matters over. They admitted that all friction, lack of results, lost motion, etc., must be the fault of the Treasury Department, the Bureau of the Budget, the Forest Service and the Sergeant at Arms of the Senate. But they were willing to take hold with both hands and rectify anything. If they couldn't reform the Treasury Department, they reformed themselves. If they couldn't agree with the Treasury, they disagreed but followed

instructions. They acquired a thirst for knowledge as to how things were done. They acquired a hunger for red-type, which they ate like spaghetti.

It became a game. Often they found actual justification for stereotyped procedure which they had hitherto supposed was followed merely because of rules laid down in some distant Egyptian dynasty. With a certain glee they took on education. It amused them to press Uncle Sam's pants, even though they disapproved of the location of the creases.

They became efficient and more efficient. They carried the mail. And all with a mixture of laughing and discouragement. There is no instance on record of their cracking a Post Office Inspector, a checker or any other annoyance on the chin. For them the sun was always shining or just about to shine.

Their enthusiasm could not but be a help and an example to any organization. On the other hand, they took on a little inspiration themselves from association with an architectural organization larger and with deeper traditions than any they had known before.

Best luck to them all. It has been a good thing to have them under the Treasury ridge-pole. To the outside world of architecture, which frequently makes comments upon the Treasury Department's architectural office, it may be an advantage to have had a score or so of men from their ranks on the ground, so that in the future if the outside world desires to make further comment it will have men who are able to give reliable data and information. It will undoubtedly be a satisfaction to the said outside world to have such informed explorers who know the land. Up until now it has had in its ranks no one of the sort.



■ **T**HE trained eye and architectural mind sometimes accomplishes strange things. In Washington where everyone, more or less, drives to work, the quest of a parking

space is a disease, a fever, a desperate encounter. We know of one frantic strategem resorted to by an architect with a keen eye for form. He brought down an ancient cylindrical oil-stove which when placed upon the sidewalk had the appearance of a fire-plug. He set this at the curb in the evening, where an ordinarily meddling public permitted it to remain thinking it was the property of the nearby householder. In the morning hurrying motorists casually identified it as a fireplug and left the curb-space vacant, thus unwittingly reserving space for the strategist. The ruse worked for several days, error was then proclaimed and now the brilliant contriver again roams the street searching, searching.



■ **A**RCHITECTURE, on the whole, has been graciously blessed by having very little of the corduroy-pants and velvet-jacket complex. It isn't conversational. It isn't accomplished by long words and good syntax but by soft pencil on tracing paper with a tooth to it.

Poetry and fiction and painting and sculpture are good after-dinner arts and they have been warped by the multitude of non-performers who prefer to decide the course of these arts over coffee cups rather than with clay and paint and type-writer.

The virility of the architectural profession rests upon the urge of architects to think and draw, without any intervening verbal processes to compromise with inspiration. You must feel architectural harmony and melody. You can't work it out by any science yet devised, nor by rule, nor by mathematics. There is a place at which exact processes become inadequate and inner, emotional understanding is the only factor which will bring good architecture.

Unfortunately there has in the past several years been brought into the architectural scene too much talk. There

has been this effort by the vowel-and-consonant makers to reduce architecture to empirical formulae, striking out the word inspiration and substituting functionalism—functionalism being a vague belief that engineering should go first and architecture follow. Such writers are baffled by the knowledge that masterpieces of architecture are evolved by processes that cannot be explained and they strive to eliminate this sweet inexplicability with the idea of instilling more principles similar to the ones taught in the Harvard School of Business Administration.

Writing of this sort is generally harmless, because the seasoned architect perceives its futility. But it should not be originated in educational schools, which tend to mould young minds.

There has come to our attention the report of the Dean of the School of Architecture of Columbia University, which is a very unfortunate bit of printing. This report says, "we may be sure that the new order" (that vague millenium writers clung to) "will demand of architects—if it admits architects—different functions and aptitudes than are demanded today. It is not likely that . . . we shall return to that complacent mercantilism which finds its expression in eclectic architecture—whose perfect flower is a skyscraper masquerading as a cathedral, a cathedral sustained by an iron armature."

There is a large University concerned with the training of young men which urges young architects to judge architecture by some unseen criteria, when they should be informed and reformed and painstakingly impressed with the fact that, whatever collateral reasoning may enter in, the prime and foremost aspiration of architecture is exterior loveliness, which can only be evolved by an inner spiritual grace, which can only be cultivated by years of careful and understanding communion with one's soul.

The report goes to to say the architects' "theatre will be, not the romantic

picturization of streets, not the poetic aspects of churches and country houses, but the great industrial and communal enterprises whose outcome, by a vast enhancement of security and health, will lift and sustain the happiness of populations."

If this be the future, let us be glad we have lived in the present. "Not," says the report, "The romantic picturization of streets, nor the poetic aspects of churches and country houses." You have there in a phrase the power of architecture to make life gentler, and sweeter and more livable. Romance! Poetry! Picturization! An art that strives to attain those things and does attain them is a great cultural and uplifting influence.

Columbia University would substitute therefor the achitecture of "enterprises." Steel sash and mechanically operated monitors. Roof ventilators and tall stacks with lettering worked out in the brickwork. Sidings and loading platforms. We wonder if this really is the Columbia idea of instruction in architecture.

Following the thought, we could substitute for music, the sounds of pneumatic hammers and fly-wheels as being more in the spirit of the times, more honest, less distorted by sentiment. Sculpture could be in structural shapes rather than in stone. Literature could be in Morse code.

Listen to this idea of an architect's purpose: "He will wish to discover and understand economic and social laws and to apprehend firmly the progressions of human life which are their consequences; and since he will wish to do this with a mind undistorted by sentiment or by self-interest, his attitude must be the scientific attitude, his method the scientific method."

Science and economics and social laws! But where is the architecture? Where is proportion, color, line, scale, appeal to the eye and heart?

Certainly every thinking person has

the right to his opinion and every professor in every college has the right to burst into University print. But that a great institution of learning should bring to light such a narrow and warped viewpoint and place it aloft as a star to which youth may hitch its wagon, is unfortunate. It does not augur well for the future of architecture, except as a sort of submerged engineering.



■ PUBLIC WORKS funds have recently been used to provide a much-needed addition to the White House office building. This project, like all work under similar authorization, has a serial number and, to properly apprise the public of the fact, a sign was painted bearing the legend, "Public Works Project Number—" which leaned instructively against the trunk of a fine symmetrical tree near the all-but-completed structure. A visiting architect, passing by, looked at the sign, looked at the beautiful arboreal specimen with which it was in juxtaposition, and said, "Huh. I thought only God could make a tree."

■ ONE of the most difficult problems of the architect's life is the dilemma that is presented to him when he is asked to design a building, of which only a part is to be built at the time. He has the choice of designing (a) a building which will look well when only the first step is built and may not look so well when the final step is completed, or, (b) a building which will be obviously a make-shift when the first step is built and will never be architecturally satisfactory until the whole structure is finished.

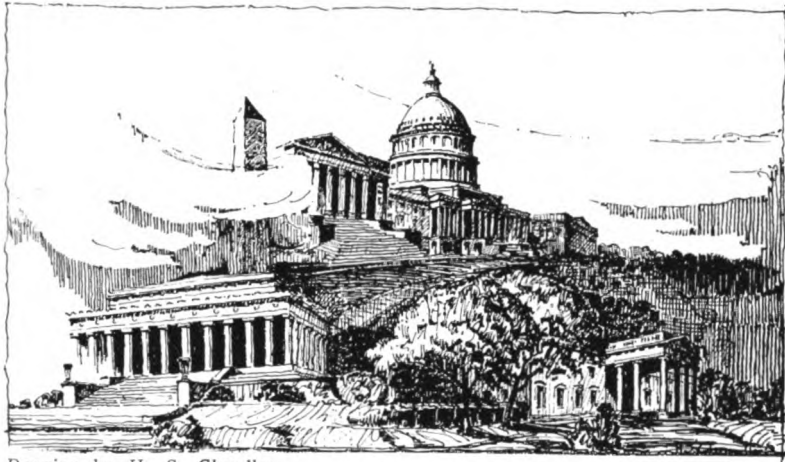
An architect's guess upon the matter is apt to be wrong. His urge is to design for the final result, optimistically hoping that the final result is not far away. But in the matter of buildings, the slips between cup and the lip are many.

The classic example is the Agricultural building in Washington, of which two minor corners were built in the hope that money would soon be available to complete it and bring it to a state of glory.



THE SHADOW OF THE MONUMENT MOVES ALONG THE TRIANGLE





Drawing by H. S. Chandler

## A Course in Government Architecture

ALLAN B. MILLS

■ ARCHITECTS all over the United States are probably thinking and talking more about the Supervising Architects than of any other single thing, and, with the exception of those who have come in direct contact with it, are generally ignorant of what it stands for, what it does, and how it does it. Time and space make it impossible to discuss these things, and as a matter of fact, it should not be necessary to do so. However, I cannot help feeling that because of this ignorance, its critics show very little sympathy, are unfair, unjust, and unduly severe.

It is with the hope that I can, through these paragraphs, expose to the light some of the more human sides of this vast organization, that I am prompted to set down some of the impressions that I have gained during the past two and a half years, during which time I have worked with the office as one of the "Outside" architects. Too many of "us" architects are apt to think of the office and the people in it as a sort of a horned animal whose single purpose seems to be to make the existence of architects as difficult as possible. I doubt if you will find many who have associated with it who will share this opinion.

Well do I remember the first visit I made to the office to receive instructions as to how to proceed with my job. Surely

this could not be the terrible monster I had been told to expect. I was received at the door to Mr. Simon's office by Mike Ryan, and with the greatest consideration, made to feel that I was welcome. Somehow, I can't explain exactly how, I relaxed. Soon, Mr. Simon was free, and again I was received with friendliness.

Now that I had had my introduction, I was ready to be initiated into the dreaded place where they made red tape by the mile. I was introduced to Mr. Balch, who knows more rules, more about procedure, more routines, and understands the reason for all of them better than any man I have ever met. He started in by handing me a copy of the "Instructions to Private Architects," a simple document containing about twenty pages of typewritten words. I spent about an hour and a half asking questions and getting answers—most of which I did not understand. Then I was shown some "Tentative Drawings," just to let me know how they were done. It soon became evident that all was not so simple as had at first appeared. In fact, I found that I needed to be educated. The strange thing about it was that this man Balch made me see that all of these things meant something, so I determined that if our firm was going to get anything done, the first thing to do was to get in step. So I matriculated



PROFESSOR BALCH

for an advanced course in Federal Architectural Practice in the School of The Supervising Architect, and began a real course under the able faculty of Mr. Balch, Mr. Noll, Mr. Stone, and others. My instruction was thorough. I went through the first examination, without too many corrections, on Tentative Drawing Approvals. How Professors Balch, Noll, and Stone ever mastered this subject well enough to teach it and still be normal beings is still a mystery to me. It took nearly two months to do it, and required a general knowledge of how the Treasury, Army, Navy, Department of Commerce, Department of Justice and all of the other departments run, and why and how. (I hope that my professors, if they read this, will forgive me if I have made the mistake of ignoring the proper order of precedence in naming these Departments.)

Well, after it seemed to me that everybody in Washington had approved my papers, I was promoted to the next grade, where we took up Cabinet Sketches and Estimates. This is some course—particularly the Cabinet Esti-

mates. But I managed to get through all of them—even the working drawing course with its forty per cent review, and if you can pass Professor Stone's and Professor Litzau's forty per cent examination, you have accomplished something. Finally, I took the final examination and passed, getting by Professors Simon, Stone, Ginder, Brooks, Thompson, Mayo, and the rest, and graduated.

I came back for my post graduate course under Professor Barton, and passed that. So finally I feel qualified to practice Federal Architecture.

Now, as I look back over the last two and a half years of my schooling, I want to tell what I have learned. First I feel that I can follow the "Procedures" and the rules now as well as any of the "Permanents," and nearly as well as the "Staff," but I think that I got more than that out of it. I learned what loyalty means in the broadest sense, because the whole institution teems with it. Then I learned patience. Never before have I seen such patience as that exercised by everyone that I met, from Mr. Simon down. There did not seem to be any



PROFESSOR STONE



PROFESSOR NOLL

limit to it and to human sympathy and understanding. It was everywhere. I also learned what cooperation meant. But more important than all of these things, I found something else which awed me to no small degree. And that was the good manners and courtesy practiced by everyone. If I can put into practice these great lessons in my own

life, I am sure that my reward will be great, and my life a richer one.

Finally, and more important than all of the other lessons I have learned, was one in Architecture. I have met and associated with many architects in my short life, but never have I had the privilege of coming in close contact with anyone who not only was better grounded, had a more thorough knowledge of, and a keener sense of Architecture in all of its elements, than the head of this great Institution of Architecture, Louis A. Simon. He is a patient, able, and just critic with that uncommon faculty of being able to criticize and make you understand what his criticism means.

Throughout my life I am going to spread the message which I feel is of the greatest importance to all architects — that our government is so conscious of the important place that Architecture plays in our national life that it has set at the head of its Architectural Organization one of the best equipped architects in the country today, and has permitted him to surround himself with a staff of men of the very highest standing in the profession.



*Mr. E. I. Williams, an architect doing business with the Treasury, bursts into song.*

Windows, arches, bricks and cement;  
 We're the P. O. boys of the Government.  
 We're grinding them out lap after lap,  
 Sisterville, Hickory, Big Stone Gap,  
 Winnemucco, Yazoo City, Paraquee;  
 Taint architecture, men, it's geographie.



## A Historic Episode in Public Building Legislation

Hon. R. N. Elliott

*Assistant Comptroller General of the  
United States.*

THE passing of Hon. James A. Wetmore, Acting Supervising Architect of the Treasury Department, from public life, removes from the Treasury Department one of its most useful and colorful figures. It also recalls to me the early history of the greatest public building program ever started by any nation in time of peace. I came to Congress in June 1917, from the Sixth District of Indiana, when the nation was embroiled in the great World War, and was placed at the foot of the minority side of the Committee on Public Buildings and Grounds of the House of Representatives, where I soon became acquainted with Judge Wetmore. The time of the Committee was then taken up with wartime building measures, in which he took a great interest and was of great assistance to the Committee. Peace-time building was brought to a standstill by the order of the Secretary of the Treasury, until the end of the war. By that time the costs of building had arisen until the buildings authorized before the war could not be built within the limits of cost fixed in the act of March 4, 1913, so the public buildings erected after the war and before the passage of the public building program were not numerous nor important. A great need was apparent for the construction of buildings in the City of Washington as well as throughout the country. President Coolidge recognizing the necessity for buildings in the City of Washington, sent to Congress a message in which he outlined the needs of the Capital, and recommended a building program for the Capital, of Fifty Million Dollars, to be expended at the rate of \$10,000,000 annually.

Senator Reed Smoot introduced a bill in the Senate to carry out the President's recommendations. That bill was never acted upon by the Senate for the reason that it provided nothing for buildings throughout the country. In the meantime I became Chairman of the Committee on Public Buildings and Grounds,

and I must say that I found things in a hectic situation. The whole public building muddle was thrown into my lap and was a nightmare from which I have never been entirely able to free myself. President Coolidge was very much opposed to a bill that would parcel out buildings in the old way, and it was up to me to sit complacently on a hot seat, or try to devise some plan that would reconcile the differences existing between the President and Congress. In a conversation I had one day with Hon. Walter W. Magee, a Representative from the State of New York, in which we canvassed the situation thoroughly, we came to the conclusion, that a bill which embodied the President's recommendations and also provided a large sum for buildings in the country, to be located by the Secretary of the Treasury, might solve the matter. I drafted a bill authorizing the appropriation of Fifty Million Dollars for the Capital in a five-year program, and One Hundred Million Dollars for the country at large on a ten-year program, and authorized the Secretary of the Treasury to select the buildings throughout the country and send estimates to Congress for appropriations. After I had introduced this bill I submitted it to Hon. Andrew W. Mellon, Secre-



*U. S. P. O. MADISON, WISC.  
Supervising Architects Office, Archts.*



U. S. INSPECTION STATION AT TECATE, CALIFORNIA  
*Supervising Architects Office, Architects*

tary of the Treasury, who seemed very well pleased with it and suggested that he would like to consult the President before taking any action.

Many Congressmen thought I had a good bill, also Judge Wetmore said the principle of the bill was right, but said he did not think that Congress would pass it. Many Congressmen denounced it and promptly consigned it to the scrap heap, but the newspapers of the country very generally defended it and one New York newspaper said "it was the only sensible public building bill that had been introduced in Congress in fifty years." After about two weeks' study of the bill I received a letter from the Secretary of the Treasury informing me that he was glad to report that the bill was not in conflict with the President's financial policy and recommended that it be passed with one or two minor amendments. I then called a hearing before the Committee and I found a determined opposition to the bill which was not confined by party lines, and after several days' battle I was instructed to a majority vote of the Committee to report the bill for passage with some amendments. When the proper time came I was recognized by Speaker Gillett to make a motion to suspend the rules of the House and pass the bill. This limited debates to forty minutes and required a two-thirds vote to pass it. After a stiff and determined fight, the bill was passed and went to the Senate where it received scant consideration and died on the calendar at the end of that session. I reintroduced the bill at the next session after adding fifteen million

dollars to it to take care of certain buildings authorized by the act of March 4, 1913, and after another battle succeeded in getting the bill passed by the House. I then took the bill up with the late Senator Bert M. Fernald of Maine, who was then Chairman of the Senate Committee on Public Buildings and Grounds, and secured his support. He succeeded after a hard fight in getting it passed by the Senate. Two important amendments were adopted by the Senate which were agreed to in conference, the most important of which was one by Senator William Cabell Bruce of Maryland, which directed the placing of all of the Capital buildings in the Triangle. The bill was approved by President Coolidge on May 25, 1926, and was the beginning of the great building program that is the wonder of the world.

This act has been amended many times to meet exigencies not contemplated in the original act. The first amendment of importance was by a bill H. R. 483, introduced by me in the House and Senator Reed Smoot in the Senate, which was approved January 13, 1928, and authorized the appropriation of an additional twenty-five million dollars to pay for land purchased in the Triangle, another H. R. 278, introduced by Representative Daniel Reed of New York, approved Feb. 24, 1928, which added the sum of one hundred millions to the program for public buildings outside of Washington. H. R. 6120 was introduced in the House by me and in the Senate by Senator Henry M. Keyes of New Hampshire, then Chairman of the Senate Public Buildings and Grounds Committee, and was probably the

most important amendment to the original building act. It was approved March 31, 1930, and added one hundred and fifteen millions of dollars to the Capital program and a like amount for the country. It also liberalized the law in many other respects including the authorization of the purchase of much additional land in the District of Columbia.

It is interesting to note that in every step taken the President and Congress became more liberal with this great program. It was the first time in the history of the country that Congress had ever attempted to make a comprehensive plan for its buildings and everything had been done in a hit and miss fashion. It is true that the McMillan Commission had adopted a plan for the Mall, and had succeeded in getting the railroad station moved out of the Mall to its present location, but had left everything in an unfinished state. It was my job it seems to introduce and get through legislation which authorized the purchase of lands for the Plaza between the Capitol and the Union Station, and to introduce jointly with my friend, Senator Keyes, a bill approved by the Capitol Plaza Commission for enlarging the Capitol Grounds. This bill became a law on the 4th day of March 1929, and the signing of which was the last official act of President Coolidge.

President Hoover was one of the greatest friends that the Public Building program had, and its success was in a very large measure due to the great interest he took in every plan to further it. The success of the plan is also due to the interest taken therein by a large number of men in Congress who put their shoulders to the wheel and helped to make it a success. I would like to mention them, but

I cannot write so many names in the limited space I have for this article. Many things have taken place in this building program under the present Administration that I am not familiar with, but I understand that President Roosevelt and the Procurement Division are friendly to the program and want to see it carried to completion.

There are many things that I could add that might be of interest to the readers of this article, which I cannot mention at this time, but it would be a very incomplete story if I did not say something about the part that the Treasury Department and especially the office of the Supervising Architect has had to play in carrying out the details of this colossal program. Never in the history of the nation did the office ever have such a job handed to it by the Congress, and had it not been for the intelligence, ability and activity of the various members of that organization it might have proved a failure. Very few men really understood the meaning of the Public Building Act, but Judge Wetmore did for he had grown up with the law, and he was able to impart his knowledge to his great organization. There are a lot of men in this organization whose ability and energy have contributed in a large measure, who have never received any praise for their work, but they can have the satisfaction of knowing that this great undertaking has been of incalculable value in this time of the great depression because it has furnished lucrative employment to many thousands of workers in the mills, mines, quarries and elsewhere throughout the nation and when the plan is completed it will stand out for ages as a monument to all who contributed anything to its success.

## Recovery

All signs point to a substantial revival in the heavy industries in 1935, Albert C. Lehman, president Blaw, Knox Co., declares.

"More than \$5,000,000,000 worth of industrial machinery and power plant equipment must be bought to make good deferred maintenance, according to estimates of the Durable Goods Industries Committee.

"We need 400,000 new homes a year costing approximately \$2,000,000,000 to keep up with obsolescence and increases in population, and in addition we need 2,000,000 additional homes to accommodate families now living 'doubled up,' according to the same authority."

## High-Hat In Manhattan

H. S. CHANDLER

Photographs by L. C. McClure



WHEN a draftsman's kid sister says, in the boss's presence, "My, there is a beautiful building," that is fine—if the building of which she speaks happens to be one designed by the Boss, Mr. Pope, Mr. Cret, or Mr. York and Sawyer—the statement showing the proper architectural appreciation, probably inborn, or gained by association, or both. But when such a statement is made about a speculative builder's idea of something cute, then it is about time the draftsman should try to educate the young lady to the point where she can say "Swell Job" of some buildings, "Nertz" about others—and when anything is doubtful, just look, or seemingly overlook it, saying nothing.

After trying to explain good from not so good with no results, I thought perhaps some architectural magazines would solve the problem. In most of these magazines and newspapers, we found objections to The New Rome being built here in Washington. Now, it happened that all these buildings had been highly recommended to the young lady, who began to wonder if by chance I could be wrong. A "conservative" even, why should we have cornices, porticos and columns, when they are not practical? Surely she should be shown why our Constitution Avenue should not be compared with the so-called Modern—vertical sky-

scrapers. Feeling the need of help to explain why this and that, I begged the aid of another archy and with our severest critics, the wives, we start for New York, the home of skinny buildings.

You know we had to go through Baltimore, the town of brick house cheek-by-jowl with their white steps—or maybe they will be white after their daily scrubbing—it's still too early in the morning. Philadelphia for breakfast, yeah, cream cheese. Now the trip can start.

The Museum of Art is our first real stop. The brilliant terra cotta figures now in one pediment and the building as a whole stands as an irrefutable proof that color can be used, in great quantities on a classical building without being gaudy. Back through town, which doesn't seem to change, to Independence Hall, always changing for the better. Over the Delaware River bridge—wonderful skyline, but try and get a picture—"No Parking on Bridge" signs everywhere.

New York came along so we unloaded. Where shall we start? Let's see the lights—tomorrow will do for the buildings. Chinatown las lots of fun. Next morning a ride up through Central Park,—St. John's, Columbia University, Riverside Church, Grant's Tomb, George Washington Bridge.



*PASTORAL QUIET MOTIF—NEW YORK'S  
FINANCIAL DISTRICT*

Going downtown we stop by St. Bartholomew's Church, with its Stanford White porch—then Morgan Library and on to Chrysler's building. Across the street we see the Chanin Building with its ten-foot high band of ornament around the fourth floor, reminding one the law of "APPLY AND BE DAMNED" is still enforced. Mr. Smith's penthouse was next—visibility twenty miles—some thrill, maybe I was wrong about this architecture. Now to Wall street at the end of which we see Trinity Church, designed by the grandfather of Howard Upjohn, who also does churches. Then to the Aquarium to see the other fish—over to the Statue, some good shots of lower Manhattan at this time of day, from the boat. Boy, that is some climb up a spiral stair, and coming down is worse as you have to carry the wife's coat, pocketbook and hat. After dinner we really went crazy and—on to Coney Island. Funny man taking tickets for the cyclone, says to the girls, "Check your hats." They say, "No!" He says "O. K." We see the hats being blown away as a car goes by above. Their hats are checked and as our ride begins, I wish we had stayed at the Hotel—DON'T MISS THE CYCLONE.

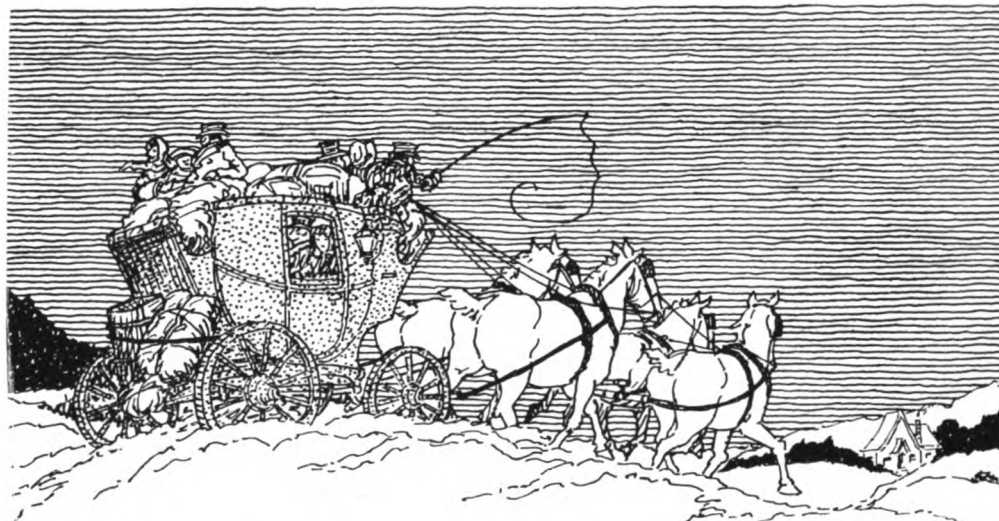
Next morning shopping we must go. Then to Radio City—swell, with its standing in line for the tour through the Broadcasting Studios. Some Broads seem to prefer being cast in Early American, others in French, and still others in English, as they have all styles. After the show at the Music Hall, we decide we have seen enough. Plans and specifications call for the trip home by Wilmington to see the Library, one of our favorites—got lost and found in time to see the building at its very worst—at night in the rain—still it looked good.

After this demonstration the young lady admits she is satisfied our new Roman buildings with their columns, cornices, tile roofs, and wide tree-lined avenues are not so bad, in fact anyone liking them is not an ole diehard, so perhaps we have hopes.



*AT ONE TIME ALL THESE BUILDINGS  
WERE USED FOR COMMERCIAL PURPOSES*





Drawing by G. A. Daidy

## “Post Offices And Post Roads”

By H. G. RICHEY

**I**N this age when Post Office buildings are being designed and constructed by the hundreds throughout the United States we wonder if the designers, Architects or Engineers, designing or constructing these buildings ever give thought to the origin of the postal activity or name. It is interesting to consider how the present Postal business has grown from a small beginning. It is an example of the manner in which things change while the name remains the same.

The name post office was originally applied to the office that arranged the posts or roads at places where, on the great roads of England, relays of horses and men could be obtained for the rapid forwarding of Government dispatches. There was a chief postmaster of England many years before any system of conveyance of private letter by the crown was established. Such letters were conveyed either by carriers, who used the same horses throughout their whole journey, or by relays of horses maintained by private individuals—that is by private post. The scheme of carrying the correspondence of the public by means of crown messengers originated in connection with foreign trade. A post office for letters to foreign parts was established “for the benefit of the English merchants” in the reign of James I, but the extension of the system to inland letters was left to the succeeding reign of Charles I, by a proclamation issued in 1631, which may be said to have founded the present post office. By this proclamation Charles commanded his “Postmaster of England for foreign parts to settle a running post or two,

to run night and day between Edinburgh and London, to go thither and come back again in six days, and to take with them all such letters as shall be directed to any post town on or near that road.” Neighboring towns such as Lincoln and Hull, were to be linked on to this main route, and posts on similar principles were to be established on other great highway such as those to Chester, Holyhead, Exeter and Plymouth. So far no monopoly was claimed, but two years afterwards a second proclamation forbade the carriage of letters by any messengers except those of the king’s postmaster general, and thus the present system was inaugurated.

In New York in 1672, Governor Lovelace decreed that a post should “go monthly between New York and Boston.” It was to be conducted by a person whom the Governor “conceived most proper, being voted active, stout, and indefatigable.” His compensation was fixed at an “annuall sallery” and what he might charge for each letter and package he carried. The business did not pay this pioneer, who had to travel through trackless forests and, as he went, blaze the trees for the guidance of travellers. For ten years after he threw up his job there was no regular post route in America. As late as 1763 mail carrying was still crude. Hugh Finlay of the British Post Office, who was sent out to report on conditions in the Colonies, found that the New England postroad carriers were “governed by laws of their own framing and no other.” “An ass,” said the exasperated Finlay, “could travel faster.”

A plan for a "Constitutional Postoffice" in the United States was designed by William Goddard, and was adopted by Congress July 26, 1775, and in 1790 Congress continued the post office with little substantial change, but the plan to conduct the post office system simply on an expense-saving basis did not originate until about 1840. Stamps were introduced in 1847 but did not become general until 1855, when letters were required to be prepaid. From 1793 to 1845 letter postage ranged from six to twenty-five cents according to distances. In 1848 the rate was reduced to five cents for 300 miles and under, and ten cents for greater distances. In 1851 it was made three cents for 300 miles, prepaid, otherwise five cents, and was doubled for greater distances. As late as 1860, the letter carriers in New York were paid in part a cent for each letter collected from "lamp post" boxes and a cent for deliveries. Two years later Postmaster General Montgomery Blair objected to the "annoying and dilatory tariff," and recommended a prepaid rate of two cents on letters and a straight salary for carriers. In 1863 there was established a uniform rate of three cents, which was changed to two cents in 1883.

In March 1829, under President Jackson's administration, the Postmaster General was first made a member of the President's Cabinet. William Taylor Barry of Kentucky was the first incumbent of the office under the new regime. Mail was first carried by steam railroads in 1834. The period following 1863 was one of transition from stage coach to railroad transportation. Primitive and crude at first, a bid for railroad service stipulated that the department must reduce the required rate of speed to 11 miles an hour.

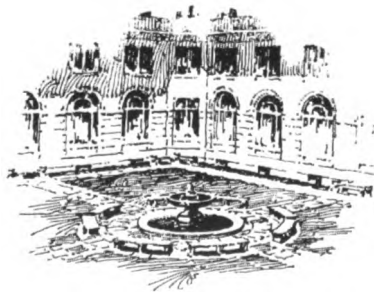
In 1828 the school board of Lancaster, Ohio, refused to permit the schoolhouse to be used for the discussion of whether or not railroads were practical. This decision has been brought to light by an old document, reading as fol-

lows:

"You are welcome to use the schoolhouse to debate all proper questions in, but such things as railroads and telegraphs are impossible and rank infidelity. There is nothing in the Word of God about them. If God had designed that His intelligent creatures should travel at the rate of 15 miles an hour, by steam, He would have clearly foretold it through His holy prophets. It is a device of Satan to lead immortal souls down to hell."

In 1832 there was a sort of railroad between Philadelphia and New York, on which the train usually got about as far as Trenton. Paralleling this railroad was a contract mail route on which the mail carrier had a contract with the Postmaster General to carry the mail on horseback at a certain sum per trip. The mail was carried in bags thrown across the horse's back. The mail carrier conceived the idea that it would be better to leave the horse at home and take the bags of mail on the train. This worked all right for a time, but one day the train broke down and some one reported him to the Postmaster General. He promptly received a letter from the Postmaster General (which letter is on record in the Post Office Department) stating that it had come to the attention of the Post Office Department that he "had broken his contract by abandoning the horse and carrying the mail in a train"; that nobody had little sense enough to think that trains would ever run regularly enough and fast enough to afford that kind of communication which the Post Office Department must have," and that if he did not want to lose his job he had better stay off the train and get back on his horse.

And thus from a small beginning there has gradually been built up the largest single system of business in the world and which during the past few years has been the means of producing more business for Architects and Builders than any other single activity.



RECENT CONTRACTS IN THE PUBLIC WORKS BRANCH,  
PROCUREMENT DIVISION

Dalhart, Tex., P. O., construction, Murch Brothers Construction Co., 4111 Lindell Blvd., St. Louis, Mo.....	\$39,426.00	Luling, Tex., P. O., construction, Algernon Blair, 1209 First National Bank Bldg., Montgomery, Ala. ....	\$43,494.00
Wood River, Ill., P. O., construction, A. Smith & Co., 134 N. LaSalle St., Chicago, Ill. .	\$35,330.00	Glen Ellyn, Ill., P. O., construction, John E. Ericsson Co., 123 West Madison St., Chicago, Ill. ....	38,400.00
Carthage, Ill., P. O., construction, Carl Westberg & Co., Inc., 6234 So. Oakley Ave., Chicago, Ill. ....	38,839.00	Sellersville, Pa., P. O., construction, Eastern Construction Co., Inc., 705 Greenwood Ave., Trenton, N. J.....	32,800.00
Kingsville, Tex., P. O., construction, Murch Brothers Construction Co., 4111 Lindell Blvd., St. Louis, Mo.....	39,100.00	Portsmouth, N. H., Cu. H. & P. O., extension and remodeling, The English Construction Co., Inc., 535 Fifth Ave., New York, N. Y.....	42,700.00
Parkersburg, W. Va., Ct. H., remodeling, David Gordon Bldg. & Construction Co., 3493 Burnet Ave., Cincinnati, Ohio. . .	45,324.96	Princeton, W. Va., P. O., construction of the superstructure, P. W. Johnson Construction Co., New Martinsville, W. Va.	59,790.00
Rockingham, N. C., P. O. & Ct. H., construction, A. Farnell Blair, Carville, La.....	119,090.00	Plymouth, Pa., P. O., construction, Berwick Lumber & Supply Co., 2nd and Oak Sts., Berwick, Pa. ....	33,488.00
Colton, Calif., P. O., construction, Schuler & MacDonald, Inc., 1723 Webster St., Oakland, Calif. ....	37,347.00	Washington, D. C., Dept. of Justice Bldg., signal system, The Howard P. Foley Co., Inc., 2020 Eye St., N. W., Washington, D. C.....	57,382.00
Bergenfield, N. J., P. O., construction, Structural Engineering Corp., 122 East 42nd St., New York, N. Y.....	35,810.00	Willoughby, Ohio, P. O., construction, John Grant & Son, 3866 Carnegie Ave., Cleveland, Ohio .....	41,286.00
Rosebank, S. I., N. Y., Q. S., construction of buildings, Caye Construction Co., Inc., 356 Fulton St., Brooklyn, N. Y. . .	107,560.00	New York, N. Y., Federal Office Bldg. (Vesey St.), construction, James Stewart & Co., Inc., 230 Park Ave., New York, N. Y.....	5,597,000.00
Colorado, Tex., P. O., construction, Templeton-Cannon, P. O. Box 548, San Angelo, Tex. . .	34,320.00	Celina, Ohio, P. O., construction, James Devault, Canton, Ohio	35,783.00
Beverly, Mass., P. O., extension and remodeling, Concrete Construction Co., 11 Garfield Ave., Chelsea, Mass. ....	35,777.00	St. Johns, Mich., P. O., construction, Henry Dattner, 1515-21 Barlum Tower, Detroit, Mich.	30,614.50
Santa Clara, Calif., P. O., construction, K. E. Parker Co., 135 South Park, San Francisco, Calif. ....	30,900.00	McAllen, Tex., P. O., construction, Murch Bros. Construction Co., 4111 Lindell Blvd., St. Louis, Mo.....	45,400.00
Caldwell, N. J., P. O., construction, Charles A. Vezzetti, Inc., 50 State Rd., Palisade, N. J.	40,800.00	Oak Park, Ill., P. O., completion of construction, Holton Seelye & Co., 32 West Randolph St., Chicago, Ill. ....	146,179.00
Winchester, Ky., P. O., extension and remodeling, Smythe & Co., Room 214, 1416 F St., N. W., Washington, D. C. . .	31,230.00	Freehold, N. J., P. O., construction, Hadley Contracting and Construction Co., 802 Fox Bldg., Philadelphia, Pa. ....	47,224.00
Saugerties, N. Y., P. O., construction, Murch Brothers Construction Co., 4111 Lindell Blvd., St. Louis, Mo.....	37,280.00	Newport, N. H., P. O., construction, Swanburg Construction Co., 61 Amherst St., Manches-	
Hays, Kan., P. O., construction, Busboom & Rauh, Salina, Kan. ....	37,900.00		

ter, N. H. ....	\$38,060.00	Jefferson, Wis., P. O., construction, J. P. Cullen and Son, Janesville, Wis. ....	\$31,605.00
Ithaca, N. Y., P. O., extension and remodeling, Fred R. Comb Company, 2113 Chicago Ave., Minneapolis, Minn. ....	73,887.00	Rockland, Maine, Cu H. & P. O., extension and remodeling, Mr. R. W. Erickson, 119 S. 4th St., Philadelphia, Pa. ....	42,400.00
Doylestown, Pa., P. O., construction, Hood & Gross, 1535 Chestnut St., Philadelphia, Pa. ....	36,447.00	Santa Paula, Calif., P. O., construction, W. L. Snook, 210 La Arcada Bldg., Santa Barbara, Calif. ....	35,800.00
Des Moines, Iowa, P. O., extension and remodeling, Hanson Bros. Co., 127 N. Dearborn St., Chicago, Ill. ....	344,990.00	West Bend, Wis., P. O., construction, C. H. Danielson, Menominee, Mich. ....	40,827.00
Holdenville, Okla., P. O., construction, Lundberg - Richter Co., Inc., North Wilkesboro, N. C. ....	42,363.00	Clarion, Pa., P. O., construction, Wilson Construction Co., 305 Bedford St., Johnstown, Pa. ....	35,080.00
Vandalia, Ill., P. O., construction, James Devault, Canton, Ohio ....	37,250.00	Fremont, Mich., P. O., construction, Owen-Ames-Kimball Co., Grand Rapids, Mich. ....	31,390.00
Moline, Ill., P. O., construction, The Lundoff-Bicknell Co., 100 N. LaSalle St., Chicago, Ill. .	152,115.00	Redwood City, Calif., P. O., construction, K. E. Parker Co., 135 South Park, San Francisco, Calif. ....	39,590.00
Reedy Island, Dela., Q. S., alterations and repairs, Edward Fay and Son, 55th and Vine Sts., Philadelphia, Pa. ....	76,082.00	Swarthmore, Pa., P. O., construction, Hadley Contracting and Construction Co., 802 Fox Bldg., 16th and Market Sts., Philadelphia, Pa. ....	31,898.00
Dover, N. J., P. O., construction, Nicholas Engineering Co., 1500 Locust St., Philadelphia, Pa. .	67,000.00	Burley, Idaho, P. O., construction, J. O. Jordan & Son, 1820 N. 8th St., Boise, Idaho. ....	56,748.00
Barnesville, Ohio, P. O., construction, The Gibbons-Grable Co., 311 Mellett Bldg., Canton, Ohio ....	33,310.00	Urbana, Ill., P. O., extension and remodeling of post office, Mr. James Devault, Canton, Ohio ....	57,730.00
Shelby, N. C., P. O., new annex building, Morrison Falls Co., Shelby, N. C. ....	34,441.00	Shamrock, Tex., P. O., construction, Finch Company, Farmersville, Tex. ....	35,105.00
Houlton, Maine, P. O. & Cu. H., construction, Ross & Reid Stone Setting Co., Inc., 20 L St., S. W., Washington, D. C. ....	73,518.00	New York, N. Y., Federal Office Bldg., elevator plant, Otis Elevator Co., 810 18th St., N. W., Washington, D. C. ....	358,880.00
Gillespie, Ill., P. O., construction, James Devault, Canton, Ohio	35,124.00	York, S. C., P. O., construction, Mr. A. Farnell Blair, Carville, La. ....	29,156.00
Hoffman Island, N. Y., Q. S., construction of Detention Hospital, Lustig & Weil, Inc., 145 East 32nd St., New York, N. Y. ....	25,530.00	Loudonville, Ohio, P. O., construction, The Gibbons-Grable Company, 311 Mellett Bldg., Canton, Ohio ....	31,906.00
Russellville, Ala., P. O., construction, Reiling and Dietzen, South Pittsburg, Tenn. ....	34,673.00	Portsmouth, Ohio, P. O., construction, P. W. Johnson Construction Co., New Martinsville, W. Va. ....	190,000.00
Emporium, Pa., P. O., construction, Hyde Murphy Co., Ridgway, Pa. ....	37,387.00	Silver Creek, N. Y., P. O., construction, William F. Watson, Inc., 112 Leicester Rd., Kenmore, N. Y. ....	34,950.00
Walsenburg, Colo., P. O., construction, J. H. Marchbank Construction Co., 205 W. Wacker Drive, Chicago, Ill. .	40,760.00	Sidney, Ohio, P. O., alterations and extensions, Roche Connell & Laub Construction Co.,	
Villa Park, Ill., P. O., construction, James McHugh Sons, Inc., 6449 South Park Ave., Chicago, Ill. ....	44,490.00		

Shaw Ave. and Wasson Rd., Cincinnati, Ohio .....	\$29,640.00
Abilene, Tex., P. O. & Ct. H., construction, A. Smith & Company, 134 North LaSalle St., Chicago, Ill. ....	267,900.00
Calhoun, Ga., P. O., construction, R. E. Barnes Construction Co., Chattanooga, Tenn.	33,400.00
Calais, Maine, Insp. Sta., construction, Coath & Goss, Inc., 228 North LaSalle St., Chicago, Ill. ....	87,300.00
Boundbrook, N. J., P. O., construction, Summit Construction Co., 5 Beechwood Rd., Summit, N. J. ....	43,419.00
Darby, Pa., P. O., construction, Rothschild Construction Co., Bankers Trust Bldg., Philadelphia, Pa. ....	41,135.00
Richmond, Va., Parcel Post Bldg., construction, including additions and alterations, J. A. Jones Construction Co., Inc., Charlotte, N. C. ....	509,970.00
Mobile, Ala., Sand Island, Q. S., construction attendants' quarters, Frank L. Sayner, 54 St. Michael St., Mobile, Ala. ....	30,558.00
Quincy, Fla., P. O., construction, Mr. Murphey Pound, Columbus, Ga. ....	34,333.00
Sabine Pass, Tex., Q. S., construction of office and stores building, disinfecting building, detention hospital, residence of Officer in Charge, storehouse and shelter, boat basin and wharf, pump house, water tower, etc., including grading, Mr. Robert E. McKee, 1918 Texas St., El Paso, Tex. ....	146,500.00
Ballston Spa, N. Y., P. O., construction, B. Z. Contracting Co., Inc., 52 Vanderbilt Ave., New York, N. Y. ....	38,048.00

RECENT CONTRACTS AWARDED BY DEPARTMENT OF AGRICULTURE PLANS PREPARED BY BUREAU OF AGRICULTURAL ENGINEERING

Beltsville, Md., fruit products laboratory, Bureau of Plant Industry; contractor, Lacchi Construction Co., Baltimore, Md. ....	\$105,675.00
Meridian, Miss., cold storage fruit and vegetable products building, Bureau of Plant Industry; contractor, B. L.	

Knost, Pass Christian, Miss..	\$31,642.00
Beltsville, Md., sewage treatment works, Beltsville Research Center; contractor, Wm. C. Spratt, Fredericksburg, Va. . . .	79,000.00
Beltsville, Md., laboratory, head-house and greenhouses, mushroom houses and boiler plant, Bureau of Entomology and Plant Quarantine; contractor, North - Eastern Construction Co., Baltimore, Md. ....	111,360.00

RECENT CONTRACTS AWARDED IN THE CONSTRUCTION SERVICE VETERANS ADMINISTRATION

Danville, Ill., alterations and additions to V. A. Facility; to E. W. Sproul Construction Co., 2001 W. Pershing Rd., Chicago, Ill. ....	\$356,699.00
Danville, Ill., electrical distribution system, V. A. Facility; to Hall Electric Co., Muskegon, Mich. ....	64,802.00

RECENT CONTRACTS IN THE BUREAU OF YARDS AND DOCKS, NAVY DEPARTMENT

Pearl Harbor, T. H., electrical distribution system for repair basin, Alta Electric and Mechanical Co., Inc., San Francisco, Calif. ....	\$378,850.00
Pearl Harbor, T. H., seaplane hangar, Pioneer Construction Co., Seattle, Wash. ....	151,300.00
Philadelphia, Pa., Navy Yard, turbo-alternator, Westinghouse Elec. & Mfg. Co., Washington, D. C. ....	136,175.00
Annapolis, Md., Naval Academy, alterations and additions to sewerage system, Boudin Contracting Corp., Inc., New York City ....	95,540.00
Norfolk, Va., dredging, naval operating base, Norfolk Dredging Co., Norfolk, Va. ....	80,000.00
Philadelphia, Pa., extension of administration building, aircraft factory, Rafferty-Kennedy Co., Philadelphia, Pa. . . .	62,479.00
Philadelphia, Pa., kitchen equipment, Naval Hospital, Duparquet Range Co., Chicago, Ill.	56,457.18
Quantico, Va., completion of relocation and additions to Hangar No. 29, The W. P. Thurston Co., Inc., Richmond, Va.	38,980.00

Philadelphia, Pa., condenser and auxiliaries, Navy Yard, Foster Wheeler Corp., New York City .....	\$32,816.00	France Field, C. Z., 11 NCO quarters and dispensary, Grobrien & Martinz, Panama City, C. Z. ....	\$280,219.00
RECENT CONTRACTS IN THE QUARTERMASTER GENERAL'S OFFICE		Fort Mason, Calif., underground electric system, A. Soda & Son, 554 42nd St., Oakland, Calif. ....	37,650.00
France Field, C. Z., paved aprons and hangars, Tucker McClure, Los Angeles, Calif.	\$177,540.00	Middletown Air Dep., Pa., roads, sidewalks and drainage, Union Paving Company, 1227 N. Broad St., Philadelphia, Pa. ....	33,833.00
France Field, C. Z., Para. & Arm. Bldg., photo lab., paint oil and dope house, H. B. Nelson Construction Co., 505 Red Rock Bldg., Atlanta, Ga.	92,540.00	Fort Snelling, Minn., one Quartermaster warehouse, H. B. Kilstofte, Winona, Minn. ....	50,974.00

## Opinions On Recovery

By THOMAS S. HOLDEN,  
*Vice President, F. W. Dodge Corp.*

The construction industry is on the road to recovery, without being assured as to how much recovery it will get in 1935. As in the year just closed a Federal public works program is apt to make the largest contribution to increased volume of activity. This new Federal program is yet to be announced to the public and submitted to Congress.

As to private construction, which increased only slightly in 1934, there is reason to expect increased activity in modernization and rehabilitation projects of all kinds. The nationwide campaign of the Federal Housing Administration for developing small repair and modernization projects is likely to be supplemented by large plant extension and plant rehabilitation projects for industrial corporations. Gradual increase of small house building is possible, since a considerable potential demand for this class of work has been demonstrated and the possibilities for financing such projects has been slowly improving.

Federal housing promised as a part of the public works program, is an indefinite factor in the situation. Limited-dividend housing projects, financed privately under the F. H. A. insured mortgage plan, may become a reality; a number of such projects, totaling more than \$125,000,000, are before Administrator Mofett for consideration at this time.

By B. E. V. LUTY,

*Associate Editor, American Metal Market*

Steel enters the new year with a well-defined swing, and that is not usually the case. In times of ordinary activity demand for steel has slipped in the last two months of a year, on an average, while seasonal improvement, beginning just after the turn of the year, was always marked, and favorable predictions for a new year rested upon precedent.

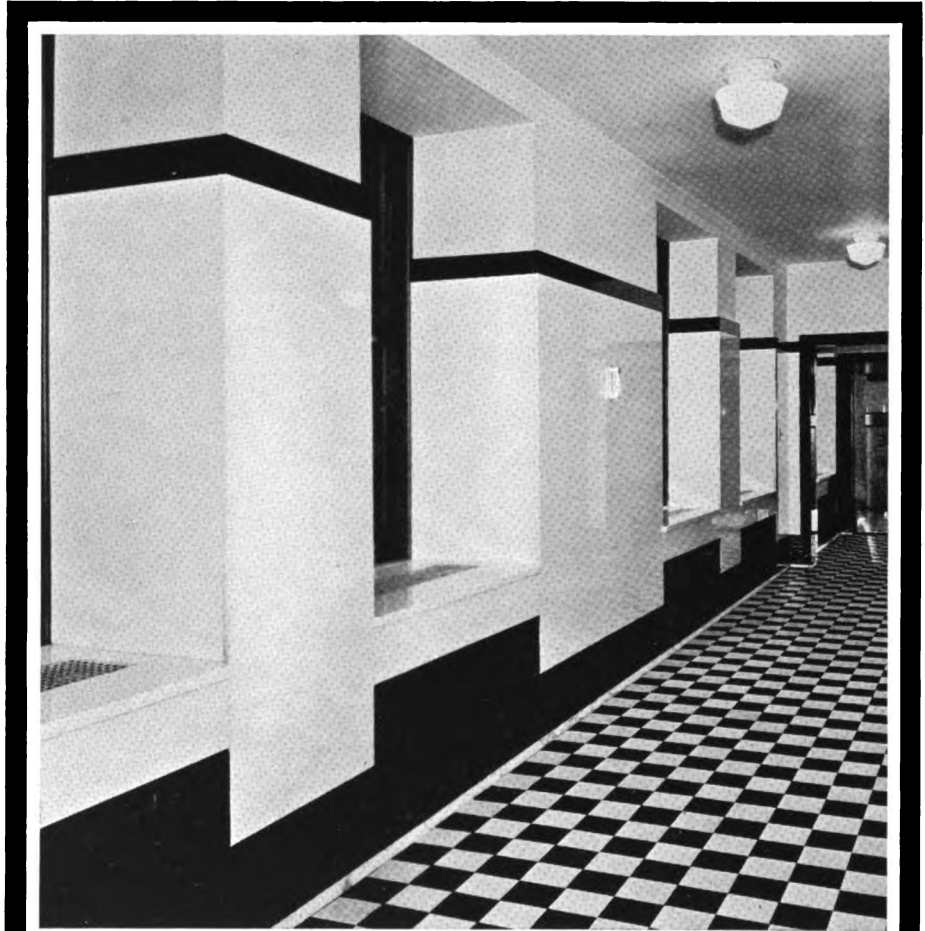
As 1934 was drawing to a close demand for steel increased, quite contra-seasonally. September was the low month of the year in steel production, although only slightly under August, and each of the last three months of the year registered a gain of about 10 per cent over predecessor in average rate of output per working day.

### *Steel Ingot Output Up*

Production of steel ingots in 1934 was slightly more than 25,000,000 gross tons, or 10 per cent over 1933 and 90 per cent over 1932, the worst year. It was 36 to 37 per cent of "capacity," but was 55 per cent of the seven-year average.

As matters now stand, production in 1935 promises to be 20 to 35 per cent above that in 1934. With railroad and building activity this forecast could be exceeded readily.

# 7 REASONS WHY Carrara is an Ideal Structural Material for Modern Buildings



**C**ARRARA Structural Glass offers to the architect a rare combination of qualities to recommend it for use in modern buildings:

(1) Permanence: Carrara does not check, craze, stain, absorb odors, or fade with age. It is impervious to chemicals, oils, moisture, pencil marks, etc. (2) Beauty: Carrara's polished surfaces and rich color-tones enable the architect to create decorative effects impossible with ordinary materials. (3) Versatility: Carrara may be set in a wide variety of shapes, sizes and patterns. It is readily adaptable to many treatments such as sand-blasting, fluting, shading, laminating. (4) Ease of cleaning: an occasional wiping with a damp cloth keeps Carrara spotless. (5) Ease of installation: Carrara handles like marble, and is set with a special flexible cement. (6) Wide use: Carrara is ideal for corridor walls and wainscoting, toilet walls and partitions, for bathroom and kitchen walls, for building fronts, for store fronts, for elevator entrances, for an endless number of decorative purposes. (7) Reasonable price.

For complete information on Carrara Structural Glass, inquire of our warehouse in your city, or write direct to Pittsburgh Plate Glass Company, 2333 Grant Building, Pittsburgh, Pennsylvania.

*Carrara Structural Glass is being used in the following Government Buildings:*

U.S. Post Office,  
Newcastle, Wyo.  
U.S. Post Office,  
Miami, Fla.  
U.S. Marine Hospital,  
Camp Holabird, Md.  
U.S. Marine Hospital,  
Fort Howard, Md.  
U.S. Post Office,  
Oberlin, O.

U.S. Post Office,  
Weston, W. Va.  
U.S. Archives Building,  
Washington, D. C.  
U.S. Department of Justice  
Building, Washington,  
D. C.  
U.S. Supreme Court,  
Washington, D. C.

U.S. Court House,  
New York, N. Y.  
U.S. Post Office, Court  
House & Custom House,  
Albany, N. Y.  
U.S. Marine Hospital,  
Baltimore, Md.  
U.S. Custom House & Ap-  
praisers Stores, Philadel-  
phia, Pa.

## CARRARA

*The modern structural glass*

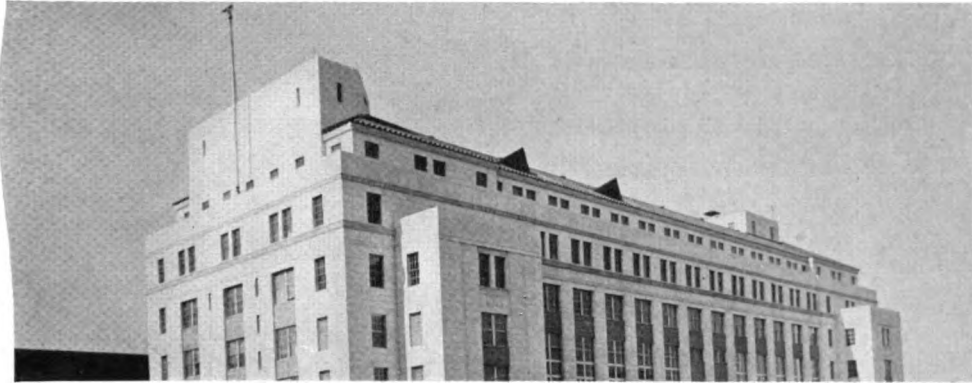
A PRODUCT OF

**PITTSBURGH  
PLATE GLASS COMPANY**

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# ATLANTIC TERRA COTTA



U. S. Post Office,  
Atlanta, Georgia  
A. Ten Eyck Brown, Architect  
Great Lakes Const. Co., Builders



Another monumental building using Atlantic terra cotta is the new Atlanta Post Office, illustrated above. The belt courses and cornices at the roof line are of Atlantic terra cotta in a color affording an interesting combination with the marble facing. Terra cotta manufactured by our southern plant; Atlanta Terra Cotta Company of Atlanta, Ga.



Upon request we are happy to supply architects with complete information regarding Atlantic terra cotta

# ATLANTIC TERRA

19 West 44th Street, New York City

Southern Plant: ATLANTA TERRA COTTA COMPANY, Atlanta, Ga.



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# ATLANTIC TERRA COTTA



Custom House and Appraisers' Stores  
Philadelphia, Pennsylvania  
Ritter & Shay & J. A. Wetmore, Architects  
McCloskey & Company, Builders  
Edward Ardolino, Architectural Sculptor



One of the four eagle features at the thirteenth story. The eagle is eight feet in height and the globe support is five feet.

This new Custom House, adding greatly to the ever growing skyline of Philadelphia, again emphasizes the suitability of Atlantic terra cotta in the construction of monumental buildings. Beginning with the balustrades, piers and finials at the thirteenth story and continuing up through the tower, Atlantic terra cotta in an unglazed gray color is used for the decorative details. Many of the features are of extraordinary size such as the eagles at the thirteenth story (see detail above) and urns at the sixteenth story (10'0" in height). Large and ornamental features such as these are easily and economically produced in terra cotta.



# OTTA COMPANY

44th Street, New York City

Southern Plant: ATLANTA TERRA COTTA COMPANY, Atlanta, Ga.

# HAVE YOU HEARD THE ONE ABOUT— ?



**S**URE they've heard it—but it's only human to listen all over again—and the talking time multiplied by the number of employees in earshot, multiplied by their total payroll per minute, is the bill that has to be paid for the telling of the story. It is expensive.

Added to this one item is the additional enormous cost of distraction, lack of concentration, caused by the bedlam of an open office layout.

Well planned personnel isolation costs less than the in-efficiency, lost time, and distraction always found where no partitions

are used. The cost of sub-dividing with Movable Steel Partitions is a tiny fraction of the office payroll.

Movable Steel Partitions are speedily erected without muss and dirt—and permanent in finish—thereby cutting upkeep and maintenance costs. But most important they are easily moved and re-arranged to take care of changing conditions, new departments, etc., and thus remain modern and efficient.

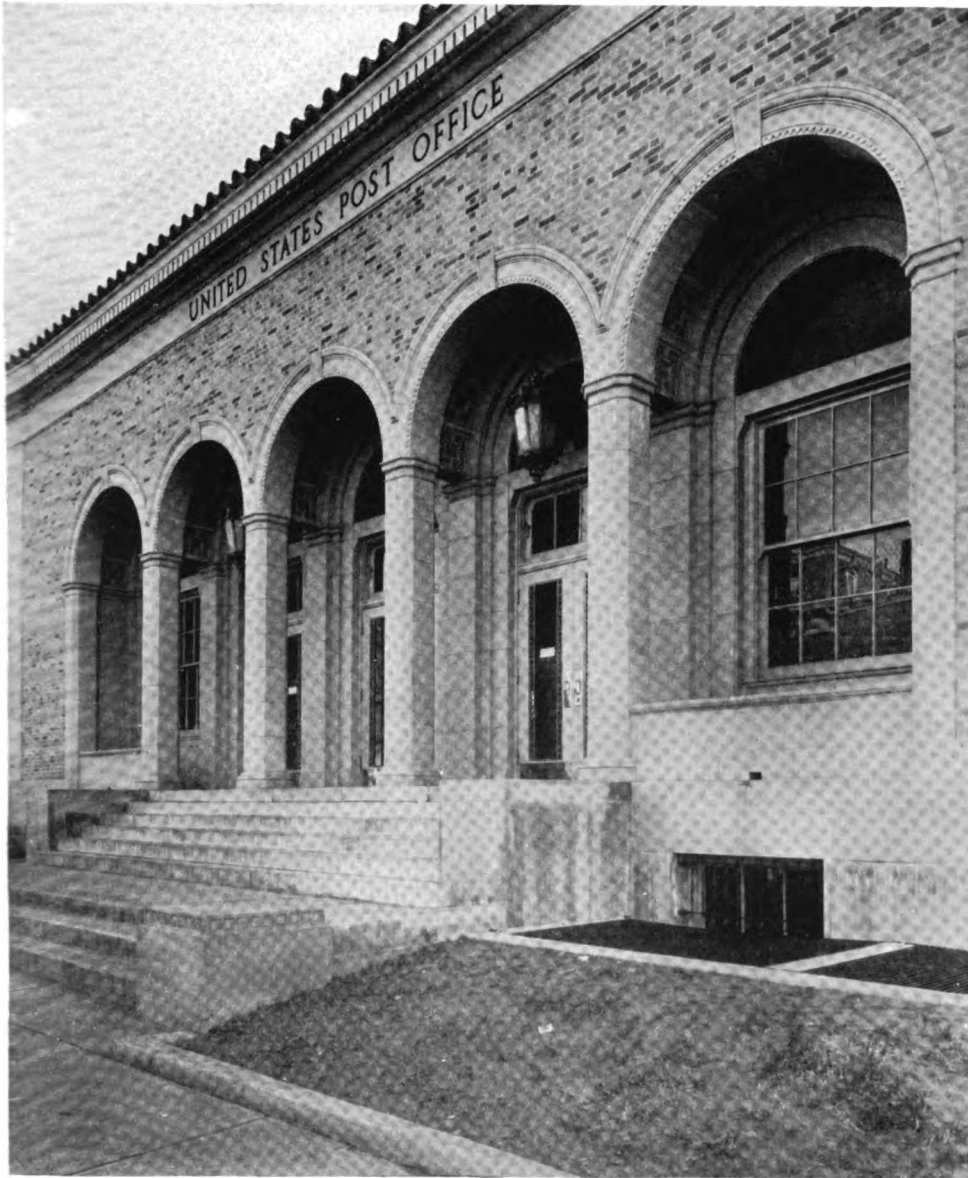
Movable Steel Partitions are the only really permanent sub-dividing walls.

## NATIONAL METALLIC WALL STRUCTURE ASSOCIATION

MUNSEY BUILDING

WASHINGTON, D. C.

# FEDERAL SEABOARD TERRA COTTA



UNITED STATES POST OFFICE  
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*Architect*

Office of the Supervising Architect

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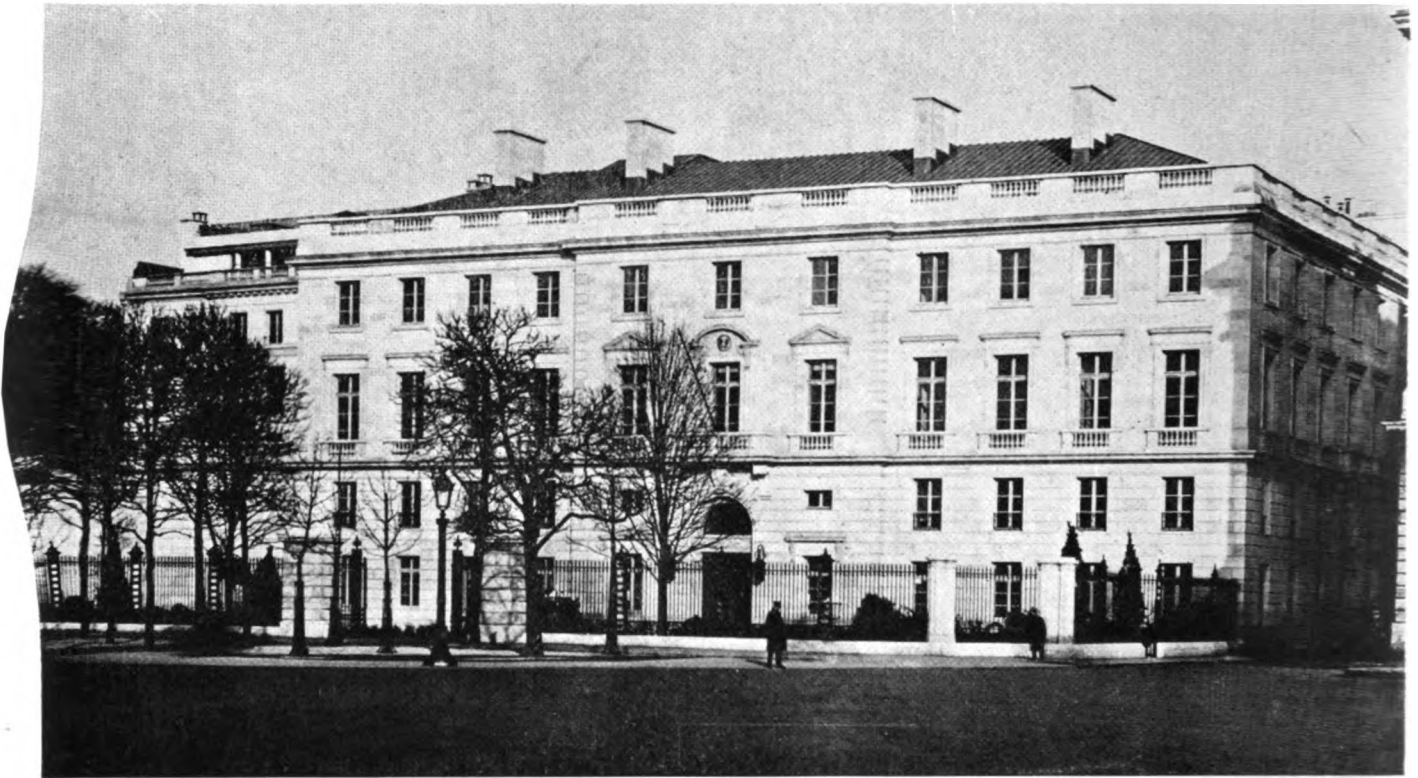
Perth Amboy, N.J. Woodbridge, N.J. South Amboy, N.J.



**A**LL trim above base-  
ment windows is a vitre-  
ous finish grey Federal  
Seaboard Terra Cotta.

The panelled soffits of  
the arches are—to accen-  
tuate the mouldings—done  
in a much darker glazed  
color.

Attention is called to the  
scale of jointing employ-  
ing very large pieces—all  
ground square and true—  
and to the general crisp-  
ness and quality of con-  
tour of the mouldings,  
dentils, etc.



*Delano and Aldrich, Architects*

*Hegeman-Harris Co., Inc., Builders*

## **Anaconda Brass Pipe in the American Embassy in Paris**

**I**N the new American Embassy building in Paris . . . designed by Delano and Aldrich to fit into the historical setting of the Place de la Concorde . . . Anaconda Copper and Brass were installed.

Anaconda 85\* Red-Brass Pipe . . . more than 30,000 lbs. of it . . . was used for water distribution lines; and Anaconda Sheet Copper for waterproofing the cellars and basement.

Throughout the civilized world, architects have made extensive use of Anaconda Copper, Brass and Bronze for many useful and ornamental purposes. These products meet every quality requirement and assure long-term economy . . . freedom from all annoyance and expense caused by rust.

\*Trade-mark registered U. S. Patent Office



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