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## CONTENTS

|   | Page                            |
|---|---------------------------------|
| ROME.—I SANTI QUATTRO CORONATI. THE CLOISTER AFTER RESTORATION . . . . .                    | <i>Frontispiece</i>             |
| SHADOWS AND STRAWS . . . . .  | 143                             |
| THE CRISIS IN ARCHITECTURE . . . . .  | <i>Arthur J. Penty</i> 145      |
| THE AMERICAN ACADEMY IN ROME . . . . .  | 151                             |
| THE SOCIÉTÉ DES ARCHITECTES DIPLÔMÉS—PARIS . . . . .  | 156                             |
| THE DRAUGHTSMAN'S PAGE . . . . .  | <i>George Bain Cummings</i> 158 |
| THE PROFESSIONAL ORGANIZATION MOVEMENT IN THE UNITED STATES AND ENGLAND . . . . .           | 160                             |
| ARCHITECTS—WAR MEMORIALS—COMPETITIONS . . . . .   | 162                             |
| THE ARCHITECTURAL EXHIBITION AT THE NEXT CONVENTION, MAY 5, 6, 7, WASHINGTON, D. C. . . . . | 163                             |
| BOOK REVIEWS . . . . .  | 164                             |
| THE COÖPERATIVE PLAN OF BUFFALO ARCHITECTS . . . . .  | 166                             |
| NEWS NOTES . . . . .  | 166                             |
| OBITUARY . . . . .  | 168                             |
| STRUCTURAL SERVICE DEPARTMENT . . . . .   | 169                             |

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# THE JOURNAL OF THE AMERICAN INSTITUTE OF ARCHITECTS

It is said that owners of costly building-sites in London are beginning to murmur at the restrictions imposed by the building regulations, which prohibit buildings higher than 80 feet. The provision is based upon fire-hazards, we are told, since any increase in height would require new fire-fighting methods. A news report says: "A London architect, who calms public fears by professing opposition to American 'skyscrapers,' but who has all the same a strong regard for their 'magnificent architectural results,' suggests the extension of the limit to 200 feet." This would permit a sixteen-story structure, and it is pointed out that such a height would not be objectionable on the Victoria Embankment, for example. Sir Martin Conway, speaking recently at the dinner of the London Society, advocated the construction of high buildings as the only means of dealing with the increasing population of the metropolis.

"The only hope I can see for London," he said, "if it is going to spread like a hideous wen over the whole of the Home Counties, is by constructing the buildings widely and making them high. If I had my way I would knock down all the main streets, acres at a time, and in the great open spaces which would be left I would build the highest buildings it is possible to erect. I would like to see the whole of the East End laid flat and set up on end."

Sir Martin drew a picture of London containing communal buildings, thirty to forty stories in height, covering large areas and housing thousands of people. These buildings would be surrounded by spaces, and would be heated from a central source.

"Let us make London a town that people can live in," he said, "and not one which they must live outside." Garden cities necessarily accommodated only a small number of people to the acre. The effect of the continual construction of garden cities would be to multiply railways and tubes and intensify their congestion.

THE National Public Works Department Association has made important progress in the past month in its campaign for better business methods in the Federal Government. The convention held in Washington on January 13 and 14 (referred to in our last issue), had a very helpful effect, as there were delegates from all over the country, the Pacific Coast and southwestern states being represented as well as the nearer states; an opportunity was presented there for the delegates to sense the attitude of their congressmen towards this measure. The results of the visit to Capitol Hill were announced on the convention floor and were quite encouraging. Very few men admitted any opposition to this measure. A great many were non-committal, but a surprisingly large number saw the big significance of the measure and endorsed it.

The real difficulty in the way, in their view, is the crowded condition of the congressional calendar, but it is believed that if sufficient pressure is brought to bear on these men from their constituents, this measure will be given precedence over others. The work of the Association then is, first, to keep up the pressure on the congressmen and senators by their constituents, and, second, to provide the necessary funds to do this. This latter question is being partially met by the individual interest of some of

the larger construction firms and manufacturers who are sending in contributions ranging from \$100 to \$1,000 each. This, however, does not relieve the individual professional man, be he architect or engineer, from contributing in support of this measure, both by writing to his congressmen and senators and by supporting it with his money.

A general summary of the situation seems to indicate that the measure stands a very excellent chance of being enacted, but requires, during the next few months, that constant pressure be kept on individual members of Congress and that sufficient funds be provided to keep the Public Works Association going at its present speed and effectiveness. (Communicated.)

## Obituary

### W. S. Purdy

Elected to the Institute in 1912  
Died at New York City, March 13, 1920

### Edward P. Russell

Elected to the Institute in 1916  
Died at Pittsburgh, Penna., January 15, 1920

Mr. Russell was born in Canton, Ohio, on Feb. 6, 1868, and was educated in the public schools. On being graduated from high school in 1886, he began the study of architecture and in 1891 entered the office of Alden & Harlow in Pittsburgh. Later he associated himself in the firm of Rutan & Russell, of which he was a member at the time of his death.

### Clarke Waggaman

Died at Washington, D. C., October 3, 1919  
Elected to the Institute in 1917

Mr. Waggaman was born in Washington on Nov. 16, 1877. He was educated at Georgetown University and at the Catholic University, afterward spending several years abroad with a tutor, under whom he gained his early training in architecture. He began practice in Washington in 1907, and in 1917 he formed, with George N. Ray, the firm of Ray & Waggaman. His work consisted mainly of residences.

The Washington Chapter, in recognition of his life and work, adopted the following resolutions:

WHEREAS, Death has claimed for its own a much-loved and highly esteemed member and fellow architect in the person of Clarke Waggaman, and,

WHEREAS, The community in which we live, by his passing beyond, has suffered a great loss, and the architectural profession a scintillating personality and an original thinker and doer, therefore, be it

*Resolved*, That the Washington Chapter of the American Institute of Architects, deeply feeling this loss, extends to his widow and the other members of his family their great sympathy and, be it further

*Resolved*, That these resolutions be spread on the minutes of the Washington Chapter and printed in the permanent records of the American Institute of Architects.