

ARCHITECTURE
- GENERAL

Introduction

The Art Deco style was born in a time of modernization when new, fresh ideas and abstract designs encouraged people to look at decorative arts in a new light. Architects from all over Europe and the United States looking to achieve better design standards began breaking away from dictated styles of decoration and began using various forms of ironwork and sculpture in their interior and exterior designs to accent the décor of their new structures.

Influenced by the drive for modernization after the First World War, architects and artists worked together to align art with industry. Designers derived inspiration from the past and drew on Persian, Assyrian, Greek, Roman, Mayan, and Egyptian designs. Incorporating the distinct cultural designs from all around the globe and mixing them with modern elements from the industrialized era, designers began to develop something new. As the designs evolved, streamlined industrial architecture was tempered by natural, botanical elements that created Art Deco styling. Putting tradition aside, the Art Deco style that evolved was fresh, playful, and inviting with new forms of abstract designs.

The industrial age brought with it many new technologies that revolutionized the manufacturing processes of nearly every industry. Architects and builders began to replace the iron beams of the past with stronger, more durable steel, shifting their focus toward large skyscrapers. The new buildings were designed to be more than just structures; they were now intended to be beautiful statements of engineering. Incorporating the freshest designs for ornamentation, the designers took advantage of many forms of ironwork and sculpture to make buildings objects of great attention, inside and out.

For ironworkers and metal artists, new fabrication technologies, such as the advent of the oxyacetylene torch and electrolysis, opened new doors in what was technically possible. As the demand for iron ornamentation grew, companies began implementing prefabri-

cated construction methods to keep up with the demand. Casting had become a less expensive option for mass production of more standard iron ornamentation, but the best examples of ironwork were from the craftsmen who used hand-worked wrought iron in the composition of one-of-a-kind designs. Competition in the decorative ironwork industry forced companies to look for new ways to differentiate their products; better designs were the answer. Creating gracefully flowing designs that were delicate yet striking in composition, the ironwork designers were daring and flexible, pioneering the Art Deco movement and leading the way in creating the styling that made these designs as appealing now as they were at their creation. Gates, doors, room dividers, staircases, railings, furniture, and many more objects were designed and created to ornament the new Art Deco structures.

The sculptors incorporated the aesthetics of Art Deco in their façades, joining the designs of the Far East and Roman Empire with those of the industrial age. Sculptors were instrumental in evoking passionate feelings through their powerful design, and architects strived to use these works in the ornamentation of their new structures. Sculptors used a number of mediums for their designs; stone, plaster, and wood were the most common and versatile for their purpose. Artists adorned the entranceways and exteriors of buildings with figura relief carvings, columns, and many detailed accent pieces. Some of the sculptures depict figures of many forms and tell of epic stories with great significance to their surroundings; other panels and sculptures are geometric designs with the purpose to inspire.

The Art Deco movement was in large part driven by the influences of the architects and designers that displayed the new forms in the buildings they created and through their daring pursuit for a modern, higher standard of design. Ironwork and sculpture are two areas that exemplify the diversity and genius of the Art Deco style.

MODERNE-NAM

Saigon (now Ho Chi Minh City)

The port city of Saigon is situated on the Saigon River, close to the coast of south Vietnam. At the conclusion of the Vietnam War in 1975, the city was occupied by the North Vietnam forces and re-named Ho Chi Minh City (HCMC). But the new name does not sit easily with the locals and Saigon is still commonly used. What did sit easily was a cool drink amongst the foliage in the rooftop garden of the Rex Hotel – the perfect answer to a day meandering around this bustling city. The Rex occupies a prominent corner, with its facade now painted pink and its vertical pilasters flanked by portholes around a subtly concave corner. It started life as a Citroën showroom, was extended in 1959 to a six-storey trading centre, achieved notoriety during the Vietnam War when it housed the Abraham Lincoln Library and the American Information Service, and became the four-star Rex Hotel in 1995. Looking over the intersection at the tumultuous Saigon traffic, it is hard to believe that in the 1950s and 60s, this intersection of Nguyen Hue Boulevard and Le Loi featured a water fountain surrounded by a grassy section, with little vehicular traffic. But perhaps this is what the French envisioned when they occupied the city from 1880 to 1954 – a Paris of the Orient, full of broad, tree-lined boulevards.

Diagonally opposite the Rex is the Moderne Saigon Tourist building which



Ben Thanh Market, Le Loi Street

represents the two sides of building preservation – the building wraps around the corner, and whilst one street frontage has been painted in rich colours with contrasting highlights, the other street frontage shows the deterioration of the exterior and a mishmash of “improvements”.

Like other Asian cities, Saigon is a city of extreme contrasts. Vietnam remains a communist state, but capitalism is alive and well and a thriving market economy is evident everywhere. Much of the population lives at a frantic pace,

crisscrossing the city on multitudes of motorcycles, used to transport whole families but also goods such as metal sheeting, ladders and panes of glass!

In contrast, much time is spent by people sitting on uneven footpaths populated by parked cycles and motorcycles, goods for sale, groups of families and friends.

Architecturally, Saigon can be described as a “rich mixture” or “architorture”. Land is expensive so many building allotments are extremely narrow and additional floors are added when money is available. The result is a maze of tall, skinny buildings of five-storeys, often with each storey in a different style. Bare concrete from the 1960s is prevalent, and many buildings are covered by thick cables and antennas.

District One contains most of the popular hotels, including some that manage to combine French colonial features with Art Nouveau and Art Deco style. An example is the Grand Hotel at 8 Dong Khoi St., one of the District’s major shopping streets. This area also contains many shops and offices in Moderne style – generally of two to three storeys, with semi-circular sections flanked by horizontal wings, such as the Brodard Café building at 131 Dong Khoi St.. Other buildings in this district feature Moderne elements such as horizontal banding, vertical stairwells, semi-circular sections, metal grilles, portholes, signage (some tiled), decorative motifs, glass brick panels, and metal balcony railings.



Rex Hotel



Saigon Tourist Centre (opposite the Rex)

Generally these features have been built over or around. Perhaps the greatest heresy is the use of eyebrow lips over windows as repositories for air-conditioning units! Surprisingly for a country with high rainfall, many buildings appear to be flat-roofed, but may be low-hipped behind the parapets.

Saigon also has its own mini-Bund on Ben Chuong Duong, opposite one of the bridges over the Saigon River, where a number of interwar and 19th century bank buildings stand solidly side-by-side. But unlike the Bund in Shanghai, this is not a street to be strolled along.

One of the joys of Asian cities is visiting large market places which are generally thriving, busy, noisy, sell just about everything and cater mostly to the local population. We knew that Ben Thanh market had occupied the same site since 1899, and that its buildings dated from 1913. What we found when we arrived were entrances that had been re-modelled in the interwar period and compare with the markets in Kuala Lumpur and Phnom Penh. The concrete render make-over resulted in stylised lettering, a wave motif over the doors and a panel depicting the goods – one featured a stingray and fish, another shows a cow and ducks.

Hanoi

An hours flight north and slightly inland is Hanoi, the capitol of Vietnam. Hanoi is dominated by a number of lakes which give an air of tranquillity and generate a continual mist in the air.



Shop house, Hanoi



United Nations Development Fund Building, Phan Chu Trinh Street

Life in Hanoi is busy, but a bit less frantic than Saigon. Hoan Kiem, the Lake of the Magic Sword, is close to the city centre, and its tree-shaded gardens provide a pleasant respite from traffic and noise and the opportunity to sit and watch local life. It even has a toilet block in Moderne style! A must-see building near the lake is the Post Office, with its entrance of terrazzo, multiple portholes, extended columns, stylised lights and blue doors. Other building types include offices, villas, and shophouses. Whilst many suffer from the deterioration of the external masonry, they are generally in a much better state of preservation than those in Saigon.

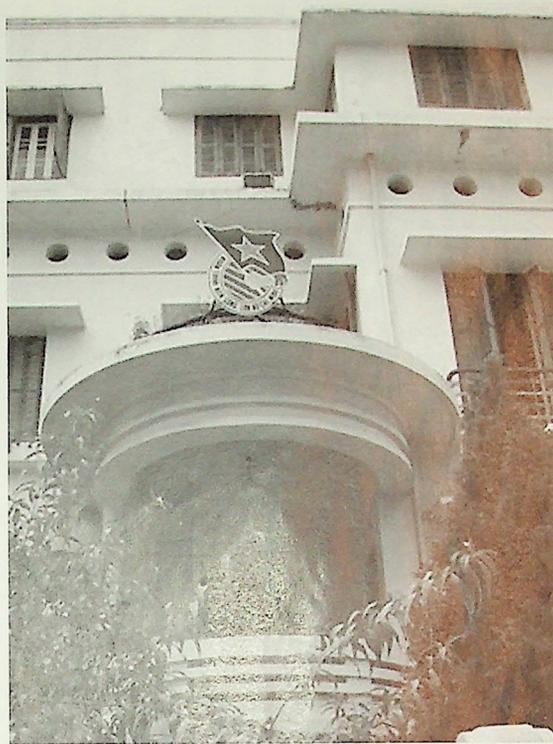
Central Hanoi is renowned for its opulent Opera House, constructed in 1911 and regarded as 'the ultimate expression of French colonial prestige'.¹ It anchors a precinct of hotels and prominent buildings, including the dazzling white Metropole Hotel, which boasts a rich history from the colonial period. The entrance appears to have had an interwar makeover - perhaps to welcome Somerset Maugham, Graham Greene or Charlie Chaplin on his honeymoon!²

Close by in Phan Chu Trinh Street are the Moderne Algerian embassy and United Nations building with metal windows leading to the balcony, a stunning metal balcony treatment and an insert of delicate metal tracery below the balcony.

Behind the Metropole, at the junction of Ly Thai To and Ngo Quyen, is one of Hanoi's treasures – the State Bank. Designed by Georges André Trouvé in 1930 for the Bank of Indochina, the symmetrical design features two horizontal wings extending from a semi-circular entrance portico. The interior features a large central two-storey banking chamber, supported by a series of pillars topped by elaborate decorative pieces, exquisite stylised lights, wrought iron balustrades and custom-built furniture. After some impassioned pleading (read grovelling!) to the security guard, a single photo was permitted but it could not do justice to the space. The bank is one of the few modernist buildings constructed for the State. Unfortunately, the decision by the



"Le Style Indochine", Chua Mot Cot



Government Building, Citadel District

Indochina Architecture and Town Planning Service, under Henri Cérutti-Maori, to construct a number of buildings in the international modernist style was curtailed by the outbreak of the First Indochina War. Buildings in modernist style were generally embassies, local government buildings, clinics, shops and private houses and villas.³

Wandering through the streets of Hanoi, we came across many buildings on a modest scale in Moderne style, such as the little Shop house pictured with symmetrically-placed windows, external vertical grilles, exaggerated eyebrows and external concrete surfaces suffering from exposure to the tropical climate.

But the interwar highlights of Vietnam are to be found in the Ba Dinh (Citadel) district, close to the Ho Chi Minh Mausoleum. Here we find tree-lined streets containing well-maintained private villas and embassies from a number of countries, principally those from Eastern Europe. Designed in Moderne style and finished in a range of colours from cream to deep yellow, and even grey, they represent the latest in European architectural design, styling and finish, and yet fit seamlessly into what has become known as "*le style indochine*".

Whilst buildings are patrolled by armed guards, there are no problems taking photographs from the street. One of the most impressive buildings is on the corner of Chua Mot Cot and Ba Huyen Thanh Quan. Painted a rich cream, it is dominated by a square vertical tower containing the stairwell. Beneath a section of contrasting panels, light streams in through a series of glass windows on one corner, overlaid with wrought iron in a geometric pattern. Once again the eyebrows over the windows come in handy for the location of air-conditioning units, and the aesthetic effect is compromised by the inclusion of a large gas-tank and TV antenna adjacent to the tower.

But if there is one structure that typified Hanoi's modernist buildings, it is a government building in the Citadel district. Featuring rectangular eyebrows above shuttered windows, rows of portholes, metal balcony railings and a prominent semi-circular entrance section with the 'rule of three' represented. All finished in delicate cream toning with contrasting green windows, a stylised fence in pink and cream and all beneath the red and yellow Vietnamese flag. What more could a lover of this style want?

The Vietnamese economy, supported heavily by the tourist trade, is developing rapidly. That usually presents threats for 20th century buildings, regarded as less worthy of preservation than other types such as French Colonial buildings and areas such as Hanoi's "Old Sector". Hopefully, the value of these buildings will be recognised before they are demolished in the name of "progress".

References

- ¹ Katherine Ashenburg, "Moderne" Lives On in a Colonial City, New York Times, April 19, 1998
- ² Ron Gluckman, "Lattes and Lakes in Vietnam's charming capital", <http://www.gluckman.com/Hanoi.html>, accessed 25/10/2004
- ³ "French colonial architecture 1880-1945", author not stated, www.vatralibros.net/Viet_Nam/Directories/Vi_ACYAlw-7879_ADst_Nam_Cultural_Profile/-3578.html -)

BIG BAND SWING

THE SOUNDTRACK OF AN ERA

Ahhh... the Art Deco era - the 'Golden Age' of the 20's and 30's, representing a world of luxury and even decadence. Rest assured, it's never disappeared. Just scratch beneath the surface of modern marketing gimmicks, and you'll find that the Art Deco world and what it symbolises endures. It's not buried in history or relegated to nostalgic reminiscence. Instead, it's out there - as alive today as the day it emerged from the consciousness of a generation excited about life, freedom and opportunity.

But where do we turn for a taste of this era? - an era that revealed and revelled in beauty and sumptuousness. Where to find the inspiration, which hopefully reveals and rekindles our own capacity to contribute and celebrate rather than constantly consume?

Thankfully, a marvellous visual demonstration of Art Deco is still with us today - characterised by exquisitely designed homes, public buildings and artworks, as well as mundane objects like vacuum cleaners & Bakelite radios. Smooth surfaces and sleek lines, drawing on cutting edge materials and techniques, provide strong visual cues. Similar opulent and evolving characteristics are also evident in the music of the era. Big Bands can be said to have provided the soundtrack for the Art Deco period.

Big Band Origins - Early Jazz

Early Jazz evolved in New Orleans in the communities of the slave trade. It drew largely on the spiritual traditions of the Afro-American people. The commercial viability of Brass Bands and Minstrels in the late 1800's enabled access to instruments. At the same time, improvisation was evident in Afro-American songs and was also reflective of a skill needed to survive. It permeated their lives as well as their music. This combination of early influences would

provide the inspiration for the evolution of Ragtime, Blues, Jazz Bands, and eventually Big Bands. Jazz would ultimately become a broad term which covered a range of contemporary, popular music.

Foundations of Big Bands

Key figures to influence the Big Band era, Duke Ellington and Louis Armstrong, had already made a name for themselves by the early 20's in small jazz bands.

Paul Whiteman, observing small group jazz, was the first to orchestrate it and make it commercially viable. In the 20's and early 30's, he set a new trend in white society dance music through his all white orchestra and his band became the most imitated and celebrated of the time.

Meanwhile, two of Harlem's most popular dance venues, the Roseland Ballroom (whites only) and Savoy Ballroom (mixed), were vibrating to the polished dance music played by Afro-American musicians, thanks to Fletcher Henderson and Chick Webb. Henderson however, was growing discontented with his music and would eventually lure Louis Armstrong to New York City. Armstrong would go on to be the key figure in the evolution of jazz and popular music.

Louis Armstrong added blues and a lighter, 'swinging' style to the polish, (Ellington realised what he was missing when he heard Louis play). He invented a new style of playing - a new melodic and rhythmic vocabulary that Big Bands would eventually draw on. Referred to as 'call and response', examples can be heard in many of Armstrong's recordings including 'Basin Street Blues'. He also invented the jazz vocal technique known as 'scat'. Many claim this occurred during his recording of 'Heebie Jeebies', when reportedly, the music fell off his stand

during a tightly timed recording session and he was forced to improvise vocally.

Alcohol prohibition from 1920 to 1933 led to speakeasies - clubs that secretly contravened legislation to satisfy their patrons demand for drinking. The name was derived from the need to speak easily or quickly to the door keeper in order to gain entry. The Cotton Club was a leading, exotic, speakeasy. Duke Ellington and his orchestra were hired for their complementary and striking style of music.

As the Depression of 1929 to 1941 wreaked havoc on people's leisure spending and items such as records, free wireless radio services started to gain in popularity. Big Band music continued to incubate and evolve in the dance halls of Harlem, but it would be Benny Goodman who would take it to the masses via the airwaves.

The Big Band Era

Big Bands modelled themselves largely on the 'call and response' technique. They most commonly consisted of 5 saxophones, 4 trumpets, 4 trombones and a 4 piece rhythm section (drums, guitar, piano and double bass). This larger ensemble enabled the music to permeate larger venues acoustically without elaborate amplification systems. It also allowed for wonderfully rich, harmonic variations. The complexity of sound emanating during this period fitted well with the emerging culture of creativity, excess and freneticism.

In 1933, Prohibition was overturned. Clubs and speakeasies opened legitimately. As bottle shops began to take business away, speakeasies were forced to increasingly employ bands and dancers to lure back custom.

Around this time, Benny Goodman inspired by Fletcher Henderson & Chick Webb,



ART DECO: HIGH STYLE

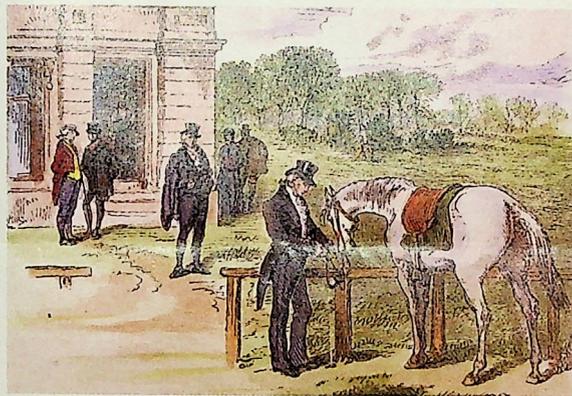
THE GLAMOROUS LOOK MARKED SKYLINES FROM NEW YORK TO SHANGHAI AND STREAMLINED EVERYTHING FROM FILM AND FASHION TO JEWELRY AND AUTOMOBILES BY STANLEY MEISLER

likely were destroyed soon after they reached Washington and their contents remain a mystery—disappointed his Federalist proponents. Bayard, in a letter written that Monday, told a friend that “Burr has acted a miserable poultry part. The election was in his power.” But Burr, at least according to Bayard’s interpretation, and for reasons that remain unknown to history, had refused to reach an accommodation with the Federalists. That same Monday evening a dejected Theodore Sedgwick, Speaker of the House and a passionate Jefferson hater, notified friends at home: “the gegg is up.”

The following day, February 17, the House gathered at noon to cast its 36th, and, as it turned out, final, vote. Bayard was true to his word: Delaware abstained, ending seven days of contention and the long electoral battle.

Bayard ultimately offered many reasons for his change of heart. On one occasion he claimed that he and the five other Federalists who had held the power to determine the election in their hands—four from Maryland and one from Vermont—had agreed to “give our votes to Mr. Jefferson” if it became clear that Burr could not win. Bayard also later insisted that he had acted from what he called “imperious necessity” to prevent a civil war or disunion. Still later he claimed to have been swayed by the public’s preference for Jefferson.

Had Jefferson in fact cut a deal to secure the presidency? Ever afterward, he insisted that such



President-elect Jefferson, who actually arrived at the Capitol on foot for his inauguration on March 4, 1801, believed his victory would secure the future of American democracy: “The storm is over,” he wrote in a letter two weeks later, “and we are in port.”

allegations were “absolutely false.” The historical evidence, however, suggests otherwise. Not only did many political insiders assert that Jefferson had indeed agreed to a bargain, but Bayard, in a letter dated February 17, the very day of the climactic House vote—as well as five years later, while testifying under oath in a libel suit—insisted that Jefferson had most certainly agreed to accept the Federalists’ terms. In another letter written at the time, Bayard assured a Federalist officeholder, who feared losing his position in a Republican administration: “I have taken good care of you. . . . You are safe.”

Even Jefferson’s actions as president lend credence to the allegations. Despite having fought against the Hamiltonian economic system for nearly a decade, he acquiesced to it once in office, leaving the Bank of the United States in place and tolerating continued borrowing by the federal government. Nor did he remove most Federalist officeholders.

The mystery is not why Jefferson would deny making

such an accord, but why he changed his mind after vowing never to bend. He must have concluded that he had no choice if he wished to become president by peaceful means. To permit the balloting to continue was to hazard seeing the presidency slip from his hands. Jefferson not only must have doubted the constancy of some of his supporters, but he knew that a majority of the Federalists favored Burr and were making the New Yorker the same offer they were dangling before him.

Burr’s behavior is more enigmatic. He had decided to make a play for the presidency, only apparently to refuse the very terms that would have guaranteed it to him. The reasons for his action have been lost in a confounding tangle of furtive transactions and deliberately destroyed evidence. It may have been that the Federalists demanded more of him than they did of Jefferson. Or Burr may have found it unpalatable to strike a bargain with ancient enemies, including the man he would kill in a duel three years

later. Burr may also have been unwilling to embrace Federalist principles that he had opposed throughout his political career.

The final mystery of the election of 1800 is whether Jefferson and his backers would have sanctioned violence had he been denied the presidency. Soon after taking office, Jefferson claimed that “there was no idea of [using] force.” His remark

proves little, yet during the ongoing battle in the House, he alternately spoke of acceding to the Federalists’ misconduct in the hope that their behavior would ruin them, or of calling a second Constitutional Convention. He probably would have chosen one, or both, of these courses before risking bloodshed and the end of the Union.

In the days that followed the House battle, Jefferson wrote letters to several surviving signers of the Declaration of Independence to explain what he believed his election had meant. It guaranteed the triumph of the American Revolution, he said, ensuring the realization of the new “chapter in the history of man” that had been promised by Thomas Paine in 1776. In the years that followed, his thoughts often returned to the election’s significance. In 1819, at age 76, he would characterize it as the “revolution of 1800,” and he rejoiced to a friend in Virginia, Spencer Roane, that it had been effected peacefully “by the rational and peaceful instruments of reform, the suffrage of the people.” ○

AS A CHILD in New York City in the 1930s, I grew up with Art Deco all around me. I never knew it was Art Deco; it was simply the world I lived in. The wondrous skyscrapers like the Empire State Building and the Chrysler Building, Radio City Music Hall, where my mother took me at Christmas, and my junior high school in the Bronx—all Art Deco. Many of the sumptuous sets in the movies I saw on Saturdays were Art Deco; even the Marx Brothers crossed the Atlantic on ocean liners decked out in Art Deco. At age 15, I worked at a flower shop in the majestic Art Deco Rockefeller Center, a virtual museum of the style, with more than 100 Deco paintings and reliefs in its buildings. And the New York World's Fair of 1939 and '40—in some respects Art Deco's culmination—was for me an attraction greater than any Xanadu.

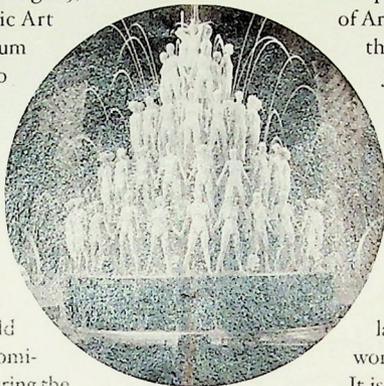
Art Deco was the name given, long after the fact, to the brazenly commercial, streamlined style that emerged in Europe, primarily Paris, prior to World War I. Spreading around the globe, it dominated architecture and decorative arts during the 1920s and '30s. Whereas worshippers of *Art Nouveau*—the previous stylistic rage—were obsessed with nature and decadent symbolism and filled their designs with arabesques, whiplash curves, tendrils and images of seductive women, Art Deco designers embraced machinery and power. Using modern materials such as plastic and chrome, opulent fabrics and precious gems, their designs were replete with geometric patterns—circles, zigzags, squares—classical motifs, bright colors and just about anything that hinted of speed. There is

pizzazz and energy in Art Deco, as well as glamour and luxury.

By the end of World War II, Art Deco had come to be seen as too frivolous for a world in shock from death and destruction. But in the past quarter century, critics and scholars have taken up the style and preservationists have saved its buildings from the wrecking ball. Prices for Art Deco furniture and objects have soared. In 2003, Paris-based fashion designer Karl Lagerfeld sold his collection of Art Deco furniture, rugs, lamps and ceramics at auction in Paris for \$8 million, nearly three times the expected price.

Perhaps the most comprehensive exhibition ever of Art Deco artifacts and images is on view at the Museum of Fine Arts, Boston, through January 9. First mounted last year by the Victoria & Albert Museum (V&A) in London, the show features more than 240 works: diamond and onyx jewelry from Cartier, a 1935 Auburn 851 Speedster, evening gowns by a host of French couturiers, travel posters by the Ukrainian-born French designer known as *Cassandre* and furnishings from the lavishly decorated grand salon of the 1925 world's fair of design in Paris.

It is from that fair—the Exposition Internationale des Arts Décoratifs et Industriels Modernes—that Art Deco takes its name. Mounted on 55 acres in the heart of Paris, it hosted pavilions displaying the decorative arts of some 20 countries, including Austria, Poland, Sweden, Czechoslovakia, the USSR and Italy. (The United States declined to take part because, according to the office of then Secretary of Commerce Herbert Hoover, “there was no modern design in America.”) But the fair's main intent was to promote the work of new French designers. More than 16



The soaring spire and stainless steel crown of New York City's 1928-30 Chrysler Building (opposite) and the long, low hood and tapered rear of the 1935 Auburn 851 Speedster (above) reflect Art Deco's fascination with power and speed. Depression-era Hollywood films (top, a Busby Berkeley dance scene from *Footlight Parade*, 1933) spread Art Deco glitz and glamour to the world.

million people visited over the six months it was on view.

Although the Swiss architect Charles-Édouard Jeanneret, better known as Le Corbusier, had designed a pavilion sponsored by *LEsprit Nouveau*, a decorative arts magazine he had founded, he disdained most of the works in the exposition. In a series of articles he wrote for the magazine, he called them too decorative, too luxurious and too expensive, mocking them as mere “*arts déco*,” from the title of the fair. But Le Corbusier’s coinage did not catch on at first.

Over the years, the style acquired several names. Some called it “Jazz Modern” or “Zig-Zag Modern.” Others referred to it as “Moderne.” When critics, historians and curators began to take renewed interest in the style in the late 1960s, they focused on the 1925 Paris fair as its launchpad. Some picked up Le Corbusier’s “*arts déco*” to describe the style—this time admiringly. British art historian Bevis Hillier dropped Le Corbusier’s “s” for his 1968 book, *Art Deco of the 20s and 30s*, and the Minneapolis Institute of Art followed in 1971 with an exhibition called “The World of Art Deco.” “The genie was out of the bottle,” says Ghislaine Wood, curator of the V&A show. The name stuck.

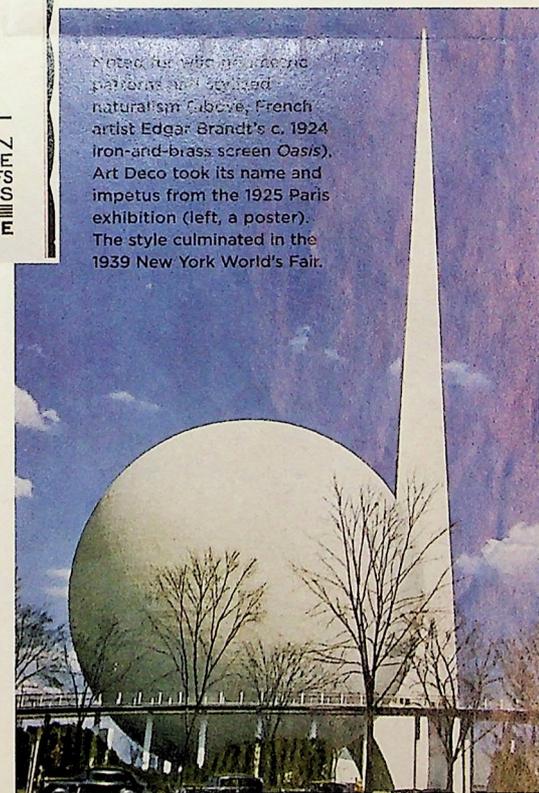
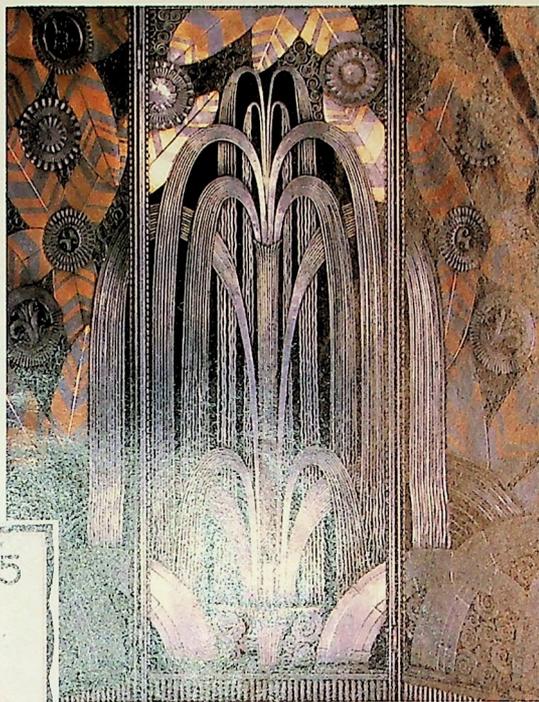
Art Deco made its mark in many fields, from architecture to fashion, film to furniture, graphic arts to dishware, even in the design of trains, planes, automobiles and ocean liners. Such variety makes the style hard to define. But there is one key element. “In Art Deco,” Wood says, “decoration is more important than anything else.”

Art Deco designers also liked exotic themes and materials, elongated figures, artificial light and repetitive patterns of geometric and abstract forms. They drew inspiration from the cultures of ancient Egypt, Mesoamerica, East Asia and sub-Saharan Africa. And in the movement’s later years, they incorporated the era’s fascination with speed and began to streamline their work, making everything look as if it were in motion, even when the object—like a 1925 Ronson cigarette lighter in the exhibition—did not move at all.

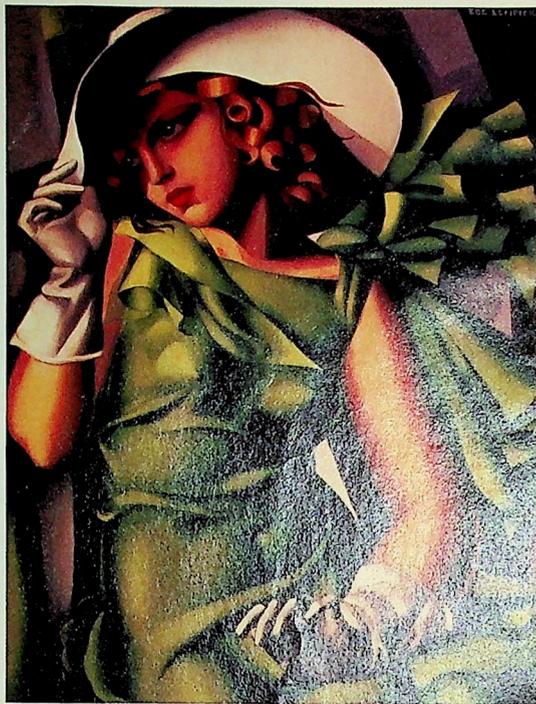
At first glance, a sleek, streamlined object may seem less decorative than the elaborate works shown at the 1925 Paris fair. But, says Wood, comparing an ornate 1925 evening dress designed by Jeanne Paquin with an unadorned gown by Jeanne Lanvin made ten years later, “the streamlining has [itself] become the decoration.”

Art Deco is associated in particular with two expatriates living in Paris: Josephine Baker and Tamara de Lempicka.

Washington-based author STANLEY MEISLER is a frequent contributor to these pages. He wrote about Maya art in the July issue.



NOTED FOR HIS USE OF GEOMETRIC PATTERNS AND STYLIZED NATURALISM (ABOVE), FRENCH ARTIST EDGAR BRANDT'S C. 1924 IRON-AND-BRASS SCREEN *OASIS*. ART DECO TOOK ITS NAME AND IMPETUS FROM THE 1925 PARIS EXHIBITION (LEFT, A POSTER). THE STYLE CULMINATED IN THE 1939 NEW YORK WORLD'S FAIR.



"From a hundred pictures," Polish-born, Art Deco artist Tamara de Lempicka once said, "mine will always stand out." Her c. 1929 *Girl in a Green Dress* (left) is noted for its vivid, Cubist-like forms. American entertainer Josephine Baker (right, photographed in her "banana dance" costume) electrified Paris in 1925. The British-designed, enameled "Jazz" ginger jar (below) was made c. 1928.

Baker, a 19-year-old, St. Louis-born African-American dancer, enthralled Paris as the star of the 1925 *La Revue Nègre*. One print of her by her lover, the French artist Paul Colin, depicts her dancing at the Folies-Bergère in nothing but a skirt made of bananas. Polish-born artist Tamara de Lempicka also burst upon the scene in 1925 when a German fashion magazine put her self-portrait on its cover; wearing leather gloves, a pilot's helmet and a flowing beige scarf, Lempicka sat grandly behind the wheel of a green Bugatti. Her distinctive painting style featured elongated, sexually charged geometric figures. (Not surprisingly, perhaps, the singer Madonna collects Lempicka paintings.)

On this side of the ocean, the novelist F. Scott Fitzgerald wove Art Deco accouterments through his chronicles of the high jinks and illusory dreams of the young veterans and flappers who chased after life with devil-may-care abandon. It was during the close of the Jazz Age, as Fitzgerald called those years after World War I, that New York City sprouted what may be the greatest monuments to the Art Deco aesthetic: skyscrapers. Since the 792-foot-high Woolworth Building had been completed on Broadway in 1913, no developer had tried to top

the world's tallest structure until Walter P. Chrysler, the automobile magnate, and architect William Van Alen teamed up in 1928. Their Chrysler Building was in the final stages of construction in 1930 when they learned it was about to be trumped by two feet by another new skyscraper, the Bank of Manhattan at 40 Wall Street. Van Alen, it seemed, had lost out to his former partner H. Craig Severance, architect of the Bank of Manhattan building. Soon after, workmen at the Chrysler Building assembled an enormous, 27-ton steel spike (secretly brought into the building in sections) and pushed it through the skyscraper's crown to make it 1,046 feet tall, outdoing 40 Wall Street by 119 feet.

With its colored frieze of automobile hubcaps at the 31st floor, steel gargoyles shaped like eagles on the 59th, and a magnificent, seven-story crown of stainless steel arches and triangular windows topped by its surreptitious spike, the Chrysler Building remains the most spectacular Art Deco skyscraper. But its title as the world's tallest held for only 11 months, until the 1,250-foot-high Empire State Building opened on May 1, 1931. By then, however, the boom was over. Wags joked that the tallest building in the world ought to be renamed "the Empty State Building." *A New Yorker*



Art Deco designers favored luxurious as well as new, synthetic materials. René Lalique's c. 1925 molded and cut glass lamp rests on a Bakelite base (top). The 1940s Fada "Bullet" radio (middle) is made of Catalin plastic, and the Boucheron corsage ornament (bottom) features lapis lazuli, coral, jade and onyx.

cartoon of the time shows a clerk poking out of a Chrysler Building window, peering through a telescope at the Empire State Building and telling his boss, "They haven't got a single tenant on the fifty-fourth floor yet, Mr. Chrysler."

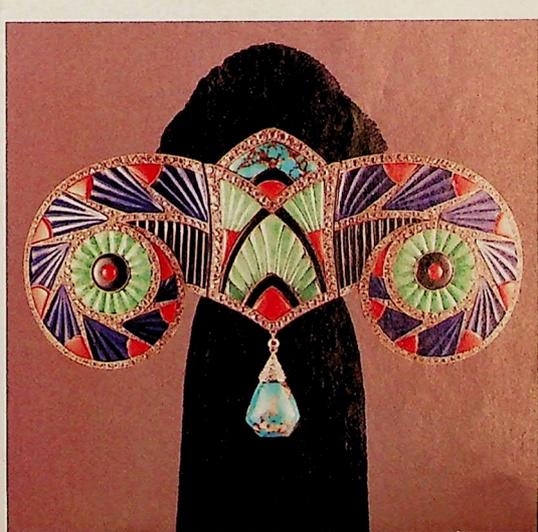
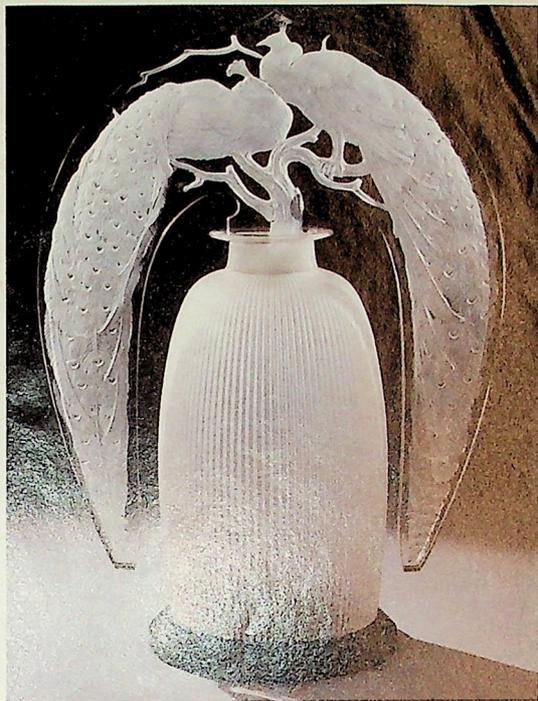
What the great skyscrapers did have, especially during the Depression, was cachet. In the Bronx, the six-story Herman Ridder Junior High School, my alma mater, was completed in 1931 and named after the patriarch of the family that now runs the Knight-Ridder newspaper chain. It paid homage to skyscraper design with setbacks and vertical window strips. "Modernism in architecture has reached the schools," the *New York Times* wrote of the facility in 1929. Citing it as the first Art Deco school building in New York City, the city's preservation commission designated Ridder as a landmark in 1990.

It was Hollywood that beamed Art Deco to the world. "The backdrops for this exploration of contemporary dreams and aspirations were fantastic Deco-styled hotels, night-clubs, ocean liners, offices, apartments and skyscrapers," V&A curator Wood writes. During the darkest days of the Depression, some 60 million to 75 million Americans—out of the nation's 125 million people—went to the movies each week, often in lavish Deco movie palaces.

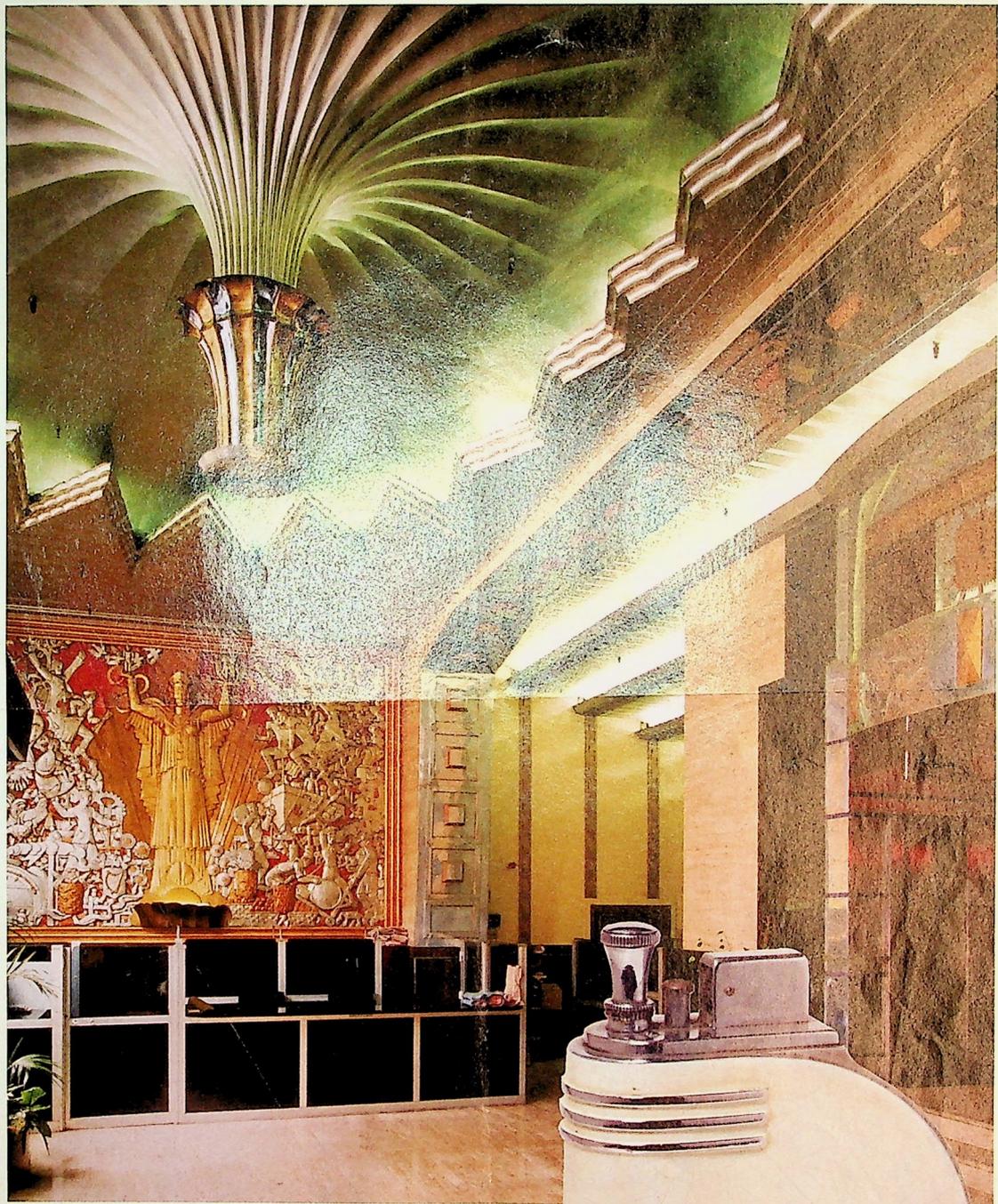
Busby Berkeley choreographed scores of synchronized dancers on enormous mechanical Art Deco sets for musicals such as *Gold Diggers of Broadway* (1933). Fred Astaire and Ginger Rogers whirled against a background of soaring columns and smoky-glass fixtures in Deco hotels and night-clubs in *Flying Down to Rio* (1933), *Top Hat* (1935) and *Shall We Dance* (1937). And Greta Garbo, John Barrymore and Joan Crawford cavorted gloomily in the Academy Award-winning *Grand Hotel* (1932), with its Deco chrome-and-glass-fitted lobby and streamlined French furniture.

The gleaming symbol of the 1939 New York World's Fair was a 700-foot-high Art Deco Trylon (a triangular-shaped pylon) and a 200-foot-diameter Perisphere (a massive round ball). Art Deco industrial designers such as Raymond Loewy and Norman Bel Geddes created some of the fair's most memorable exhibitions. I was barely 8 years old at the time, but I still vividly remember riding through a model landscape of cities, highways and farms in Bel Geddes' Futurama exhibit in the General Motors complex while a disembodied voice described the wonderful world in store in faraway 1960: slumless, pristine cities linked by cars speeding down 14-lane highways. After the ride, I proudly wore on my jacket a pin that read: "I have seen the future."

But Art Deco's moment had already passed, if only because, as Wood says, "the idea of chic luxury was seen as inappropriate after World War II." It was fun while it lasted. ○



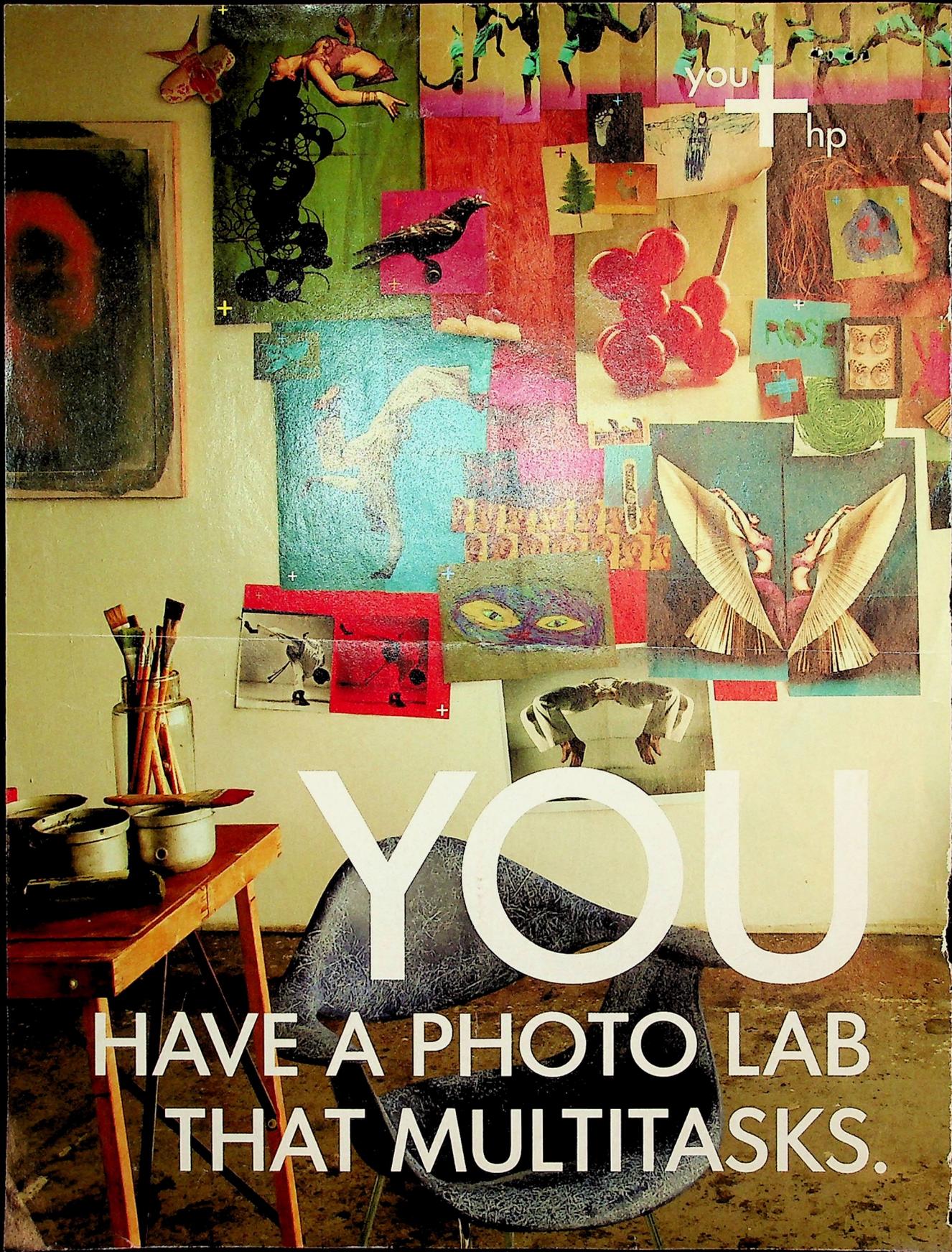
LAMP: VICTORIA & ALBERT MUSEUM; ARTISTS' RIGHTS SOCIETY (ARS), NEW YORK; ADAGE, PARIS; RADIO: VICTORIA & ALBERT MUSEUM; CORSAGE ORNAMENT: BOUCHERON S.A.S., PARIS



INTERIOR: PETER APK. IHAMIAN / CORBIS; CIGARETTE LIGHTER: V&A IMAGES / VICTORIA & ALBERT MUSEUM, LONDON

Dramatic lighting, faceted surfaces and light-reflecting materials characterized Art Deco interiors. The foyer of London's 1932 Daily Express Building (above) was the creation of British designer Robert Atkinson. Not even a 1925 white plastic and chromium-plated steel Ronson cigarette lighter (right) could escape Art Deco's signature streamlining.

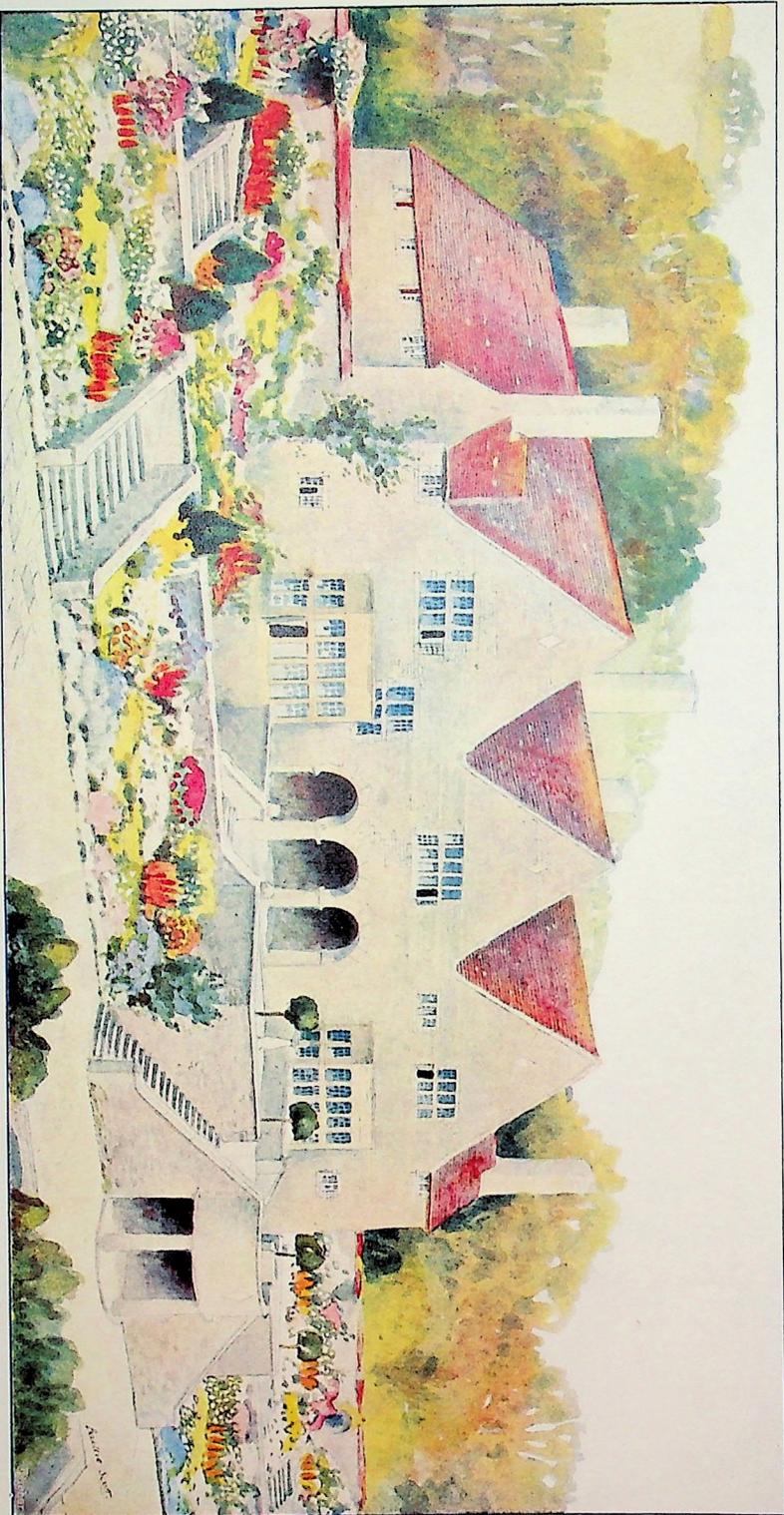




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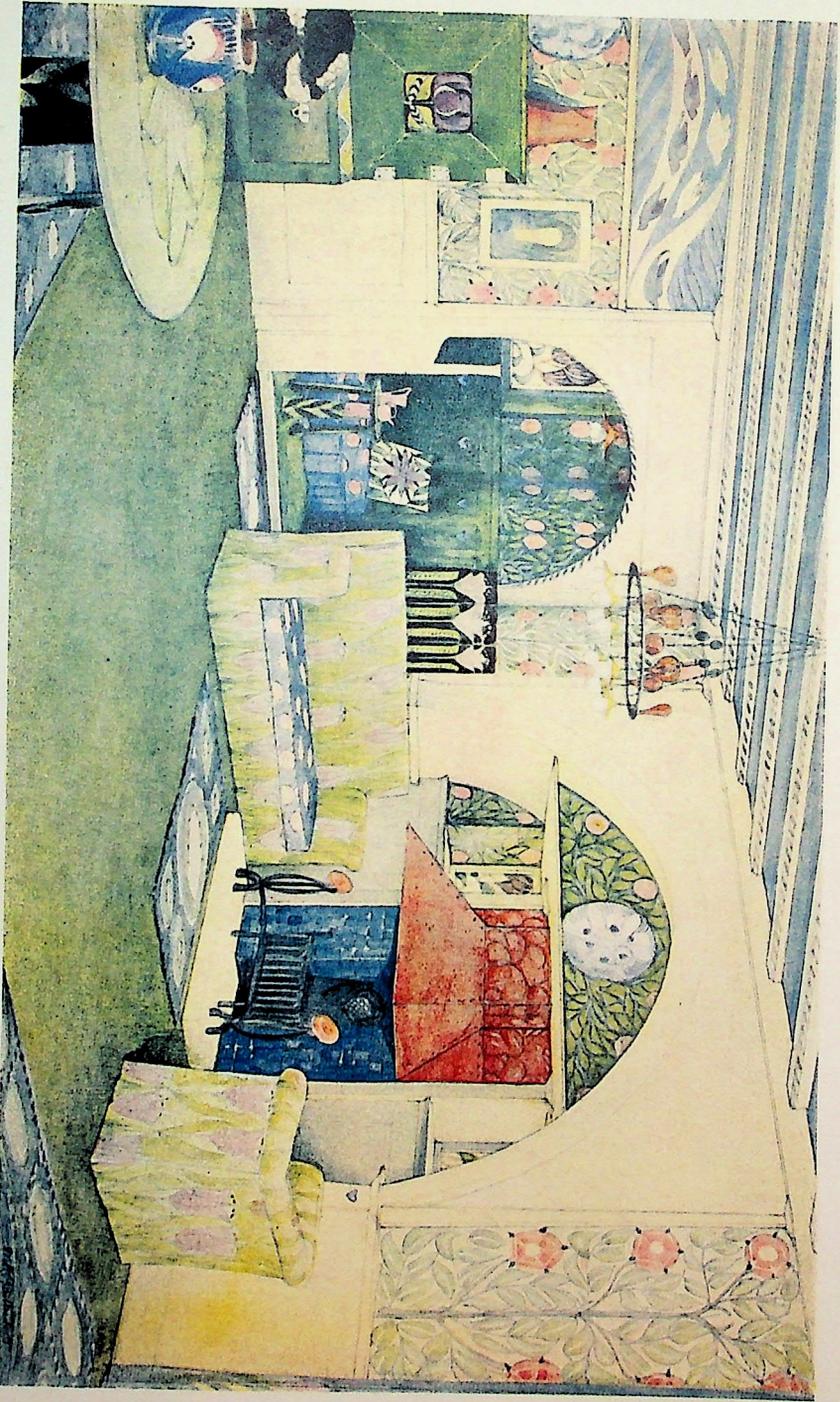
YOU

HAVE A PHOTO LAB
THAT MULTITASKS.



ARCH. M. H. BAILLIÉ-SCOTT-BEDFORD

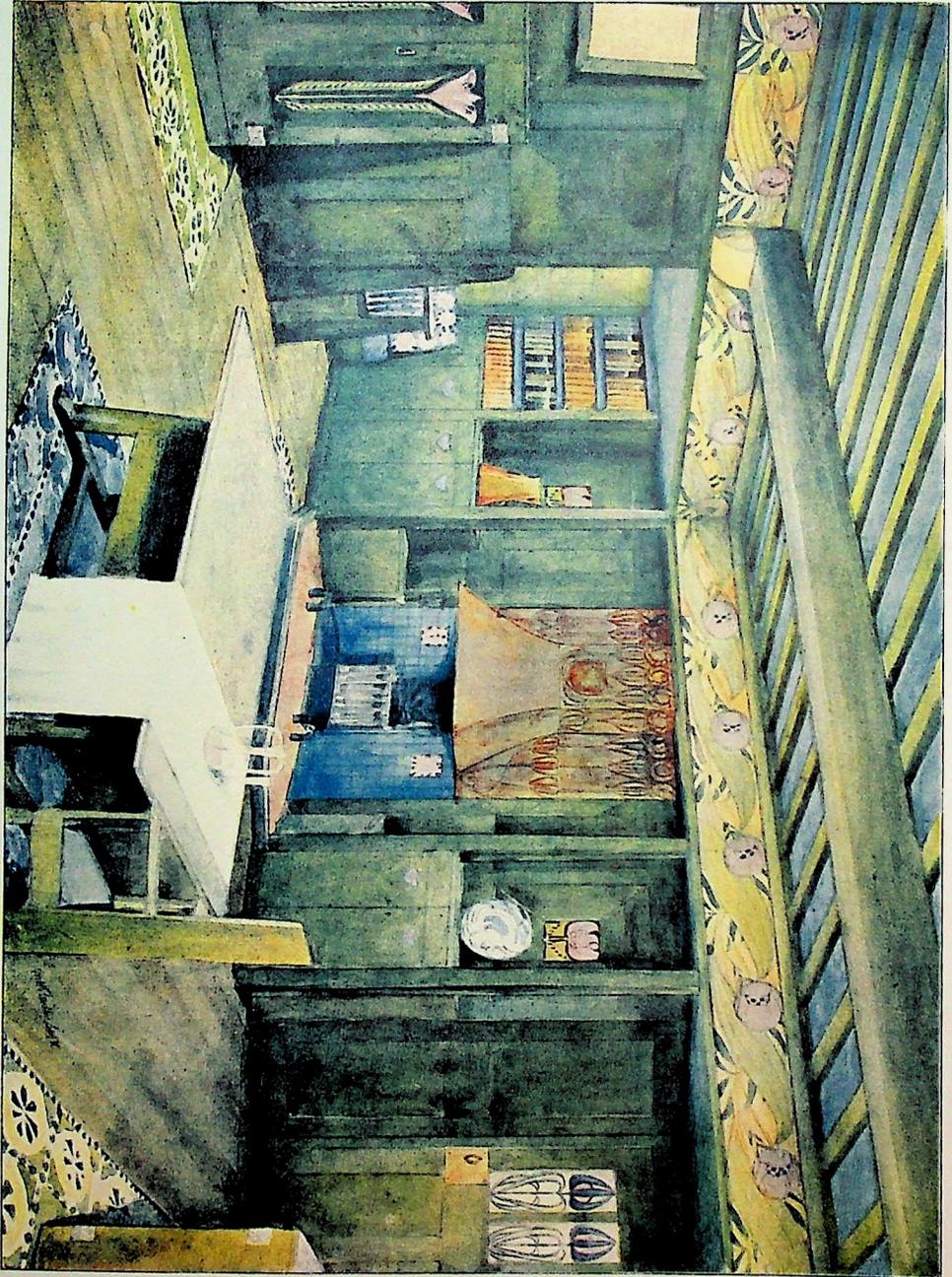
ENTWURF FÜR EIN LANDHAUS (GARTENSEITE)



ARCH. M. H. BAILLIE SCOTT-BEDFORD

ENTWURF FÜR EIN WOHNZIMMER

MUTHESIUS, LANDHAUS UND GARTEN



ARCH. M. H. BAILLIE SCOTT-BEDFORD

ENTWURF FÜR EIN SPEISEZIMMER

MUTHESIUS, LANDHAUS UND GARTEN



ARCH. M. H. BAILLIE SCOTT-BEDFORD

ENTWURF FÜR EIN SPEISEZIMMER

MUTHESIUS, LANDHAUS UND GARTEN

United Kingdom Stands For Co-operation With China

Great Britain, Cradle Of Mechanical Industry, Offers Guidance Based On Experience To Chinese Nation; Sales Values Explained

(Specially Contributed)

The last year in Great Britain has been one of great exertion in the work of reconstruction subsequent to a world crisis which, after involving Central Europe, embraced England in lesser degree. It is a matter for great congratulation that during the year the financial situation in Great Britain has been so stabilized that so far from there being a shortage of credit, there is in fact to-day more credit than industry requires. Not only is credit plentiful, but it is also inordinately cheap, as is evidenced by the fact that recently the British Treasury has placed its bills at the lowest rates recorded in history.

With regard to British overseas trade it is interesting to note that while in common with nearly all other countries of the world, owing to fall in prices, the value of imports and exports has declined, imports into Great Britain during the last year have decreased and exports have increased.

Depression Is Arrested

The main impression left after reviewing this year is that Great Britain has financially put her house in order, and that while industrially she has lost a little ground, the progress of the depression has been arrested. In a word she is ready to take advantage of world recovery which, one is confident, cannot long be delayed, and which, one hopes, will be the speedy result of international understanding so essential to the modern world.

In the development of new industries Great Britain holds a prime position. Great Britain now holds the world's records on land, water and in the air. These are:

	Miles p.h.
Aeroplanes (Flight-Lieut. Stainforth)	407.5
Motor cars (Sir M. Campbell)	253.9
Speed-boats (Mr. Kaye Don)	119.8
Motor cycles (J. S. Wright)	150.7
Small cars (G. Eyston)	118.3
Railways (Great Western Railway)	81.6

While record performances show supreme excellence of invention, construction, workmanship, and skill, they do not always, at least immediately, indicate a commercial prosperity in the classes of goods they demonstrate. It is, therefore, gratifying to note for example that according to the last available figures, those of July, 1932, the export of motor cars and chassis from Great Britain showed an increase of 24 per cent. over that of the corresponding month in the previous year.

This year of commencing recovery has been one of great reform in United Kingdom industry in all its branches in which the keynote has been co-operation.

On this note it is not difficult to switch to the more particular subject of British trade with China. Figures for China's trade in 1932 sufficient for comparison are not yet available, but the period has been one full of troubles, as in addition to world depression China has been handicapped by adverse domestic conditions. Exceptional opportunity for the development of industry in China is, however, very noticeable, and the possibilities of expansion are immense. In a recent report by the Bank of China it was emphasized that it was the duty of the people to increase the production of Chinese industries, and that capital and labour should work together with a view to strengthening the foundation of Chinese industry.

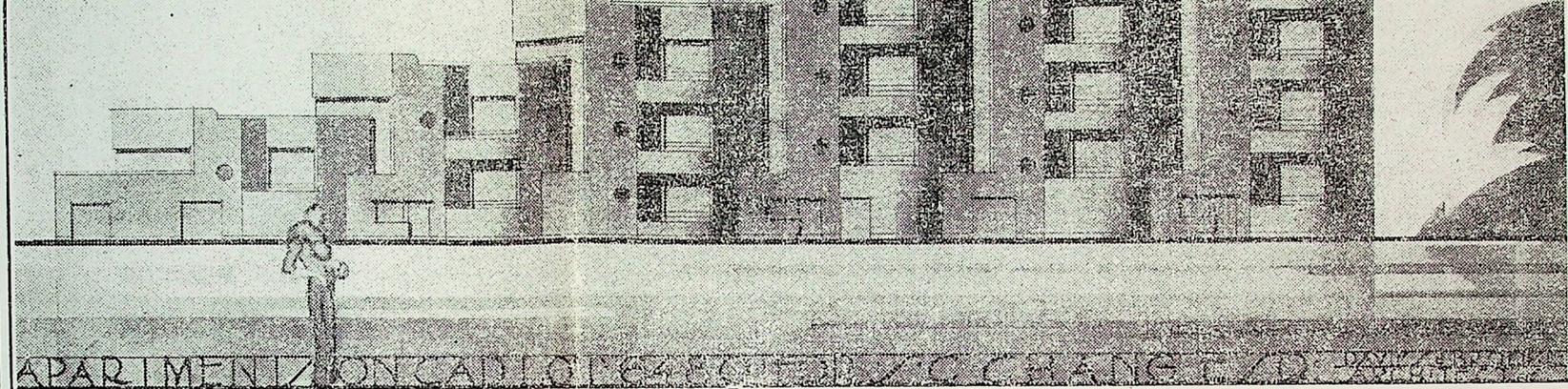
Here it is that co-operation between Great Britain and China may take place for the lasting benefit of the Chinese race. The United Kingdom is the cradle of mechanical industry and in this, as in the construction of speed machines, its invention, workmanship and materials, are second to none.

We arrive at the realization, therefore, that while Great Britain has money and high industrial skill, China has great need of development of her industries, and the question arises as to how the latter may use the former and thus obtain the best.

China Needs A Partner

As in Great Britain's domestic concerns; as in her own industrial successes, her arrangements with the other members of the British Empire, and her influence towards world economic rehabilitation, the keynote in China inevitably is co-operation. It is now, more than ever, that China needs fully to enter as a partner into the commonwealth of all the nations of the world and to participate in the knowledge, materials and successes of its other members. Amongst these members the British Empire in general and the United Kingdom in particular is ready seriously to co-operate in the fulfilling of China's industrial needs.

There is no doubt that progress to be sure and successful must be gradual, but as Dr. H. H. Kung said in the last issue of this supplement, a year ago, the pro-



This sketch shows a proposed apartment building which is to be built on Cadastral Lot 6480 for S. C. Chang, Esq., Davies and Brocke being the architects. The progressive height of the various roof levels will bring a distinctive touch to a main thoroughfare

which shows architectural examples of every decade starting with the early tropical style of Shanghai's youngest days.

gress made by China so far in the way of industrialization has been altogether too slow; only the bare fringes of the country have seen the application of modern methods, while most industries remain in a primitive stage.

Cotton goods, cigarettes, soap, tooth powders and pastes, enamelled ware, paints and varnishes, watches, cement, clothing, electrical materials and fittings, iron implements and accessories, and aluminium ware are amongst the products at present being manufactured in China, and this is only a beginning. With the increase of industrial plants in China it will be necessary for the leaders of industry to consider economic operation of their factories and therefore the purchase of the best machinery.

The high grade quality of British machinery is universally recognized in China, but purchasers have often hesitated because other goods have been attractively placed before them at somewhat cheaper prices than the British products. At present, owing to currency depreciation and the efforts which have been made in the British engineering industry, British manufacturers find themselves able to offer their machinery at prices which are comparable with those of competitors. In many cases the prices are the lowest on the market, while the quality is undisputed.

Sales Activity Urged

It is obvious therefore, that in these days of intensive propaganda there should be greater sales activity on the part of British manufacturers and merchants. There was a time when, owing to complete lack of competition,

British machinery was always in demand and aggressive sales activity was unnecessary. Increasingly is this position being reversed but British manufacturers should be more alert in realizing that though their goods are the best in the world other goods, often of inferior quality, are bought in preference because they are advertised and demonstrated and because qualified manufacturer's representatives and salesman are always on the spot. That the British manufacturer must fully support his agent, and provide a technical man to work with him is a fact of the highest importance if Great Britain is to take part in the great development which is bound to take place in China in the not too distant future.

So much for the British side of co-operation. British money and goods are waiting to be used. Will China take advantage of the situation?

Order, happiness and prosperity are the result of peace, good government, and intelligent industry on the part of the people. While pessimists abound it is truth to state that in spite of all the troubles which China has gone through in the past 20 years, her industry and trade have developed by leaps and bounds. It is equally true that there are parts of China which enjoy order, happiness and prosperity. It is not possible, therefore, that from those peaceful centres there should increasingly radiate industrial development and that by linking railways, highways,

waterways and air-lines these centres should gradually be joined?

Foreign Guidance Essential

To enable such progress encouragement by the Chinese Government of investment of foreign capital and the use with this capital of foreign technical assistance and guidance is essential. Signs are not wanting that the recovery of credit is the immediate concern and aim of all Chinese patriots, and the end to which the Government is striving. With the success of this effort will come the beginning of that great development which on all sides is foreseen. Hitherto there has been slow progress, piecemeal and unplanned and uneconomic. The new movement is being planned on a sure foundation and it is, as His Ex-

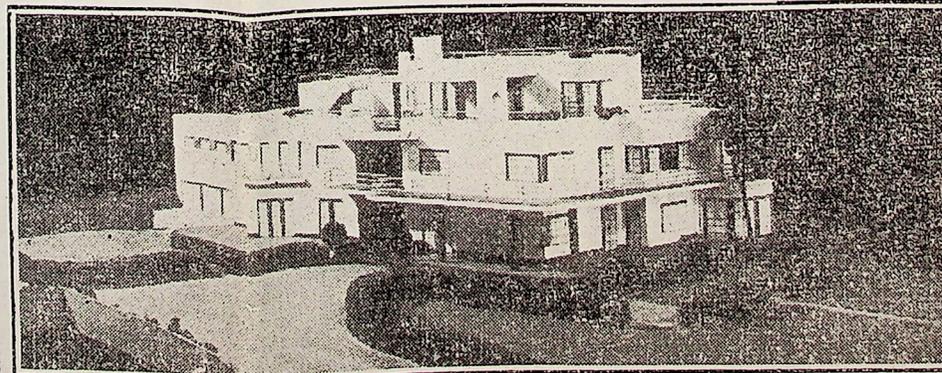
cency Alfred Sze recently said, safe to say that Great Britain in virtue of her long connection in the East and the predominant position she occupies, is destined to play a very important role in China's progressive development in the coming decades. It is highly desirable that there should be frequent exchanges of views between the industrial leaders of the two countries with a view to discussing and making plans for greater co-operation between them and for the more extensive development of China.

Need it be said at this stage of intellectual understanding and progress in China that Great Britain's interest in this country lies solely in its position as a reciprocal trader and that for this reason Great Britain is as anxious as China herself that peace, good order, and economic development, should proceed unhindered? It will be well that these two great countries shall combine commercial and industrial activities to a much greater degree than hitherto.

SURVEY WORK ON RAILWAYS

Construction work on the Kiangsu-Yushan section of the Hangchow-Kiangshan Railway, 155 kilometres long, will be started after completion of the surveying work, which is now proceeding satisfactorily. According to reports from reliable sources, an arrangement has been made with the Boxer Indemnity Committee that funds will be made available from that source for the construction of the line.

MODERN RESIDENCE ON JESSFIELD ROAD



Model of a new private residence now being erected on Jessfield Road for N. Y. Woo, Esq., Davies and Brocke being the architects.

REVIVAL OF BUSINESS

British Production Marketted By And Compa

"I bank with the C such was the advice Alfred Dent, as written father Thomas Dent, from Shanghai on July. This was the commencement Alfred Dent and Compa hong name of Pau Zung firmly established from onwards and only su temporary closure due death in 1918 of the sa then Sir, Alfred Dent.

Now some 14 years la pleasing to find the Hong lished by Sir Alfred's sc Alfred Dent, with Mr. F. in charge in Shanghai. formerly owned an impor situated on the Bund at t of Kiukiang Road and it i ing to read what Sir Alf to his London House on ber 25 1868, "part of the is being turned into a garden and arrangement ing perfected for a wa bed."

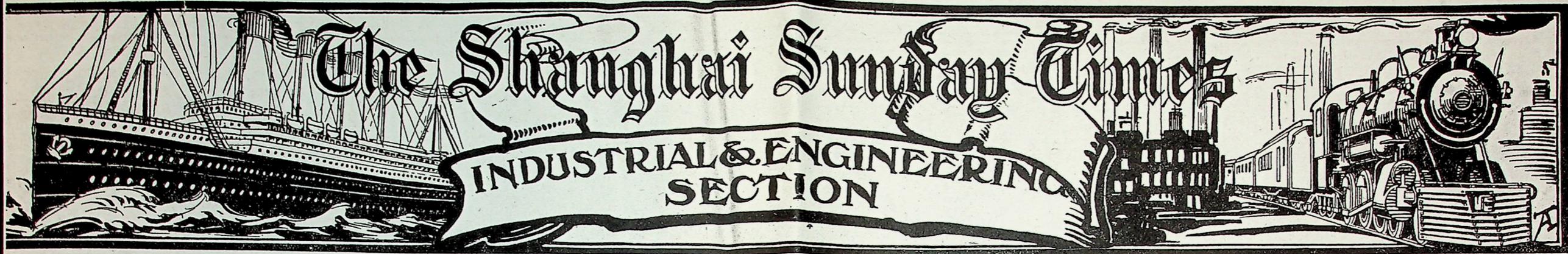
The firm are content v modest premises at 2 Road, even if not quite s when they think of v "kitchen garden and wa bed" on the Bund would to-day. It is further i to note that the former actual house has only been demolished to make modern buildings.

As shown in the adver on this page the Comu actively engaged in several all-British pu throughout North China tion of their activities i and more general imp They also have direct c with Kenya, Uganda, T and Zanzibar, through th of their branches t Eastern Africa. Mr. H knows East Africa well

Sir Alfred Dent was of the first General Con the China Association a er of the British Nort Company, and many i took a very active part a Shanghai Row, 0,000 will

PO

According to the local population of 1,530,890, of whom 500,000 are refugees from Manch population of Peiping n that recorded even in populous period during year of the Republic about 70,000 persons. there are no vacant, ic where in the city.



PLEMENT TO SPECIAL XMAS ISSUE.

SUNDAY, DECEMBER 11, 1932

FOURTH SECTION.—PRICE TWENTY CENTS

Central Circus To Be Completed

MASSIVE Structure Will Match Present High Buildings; Safe Centre For Realty Investment in Shanghai.

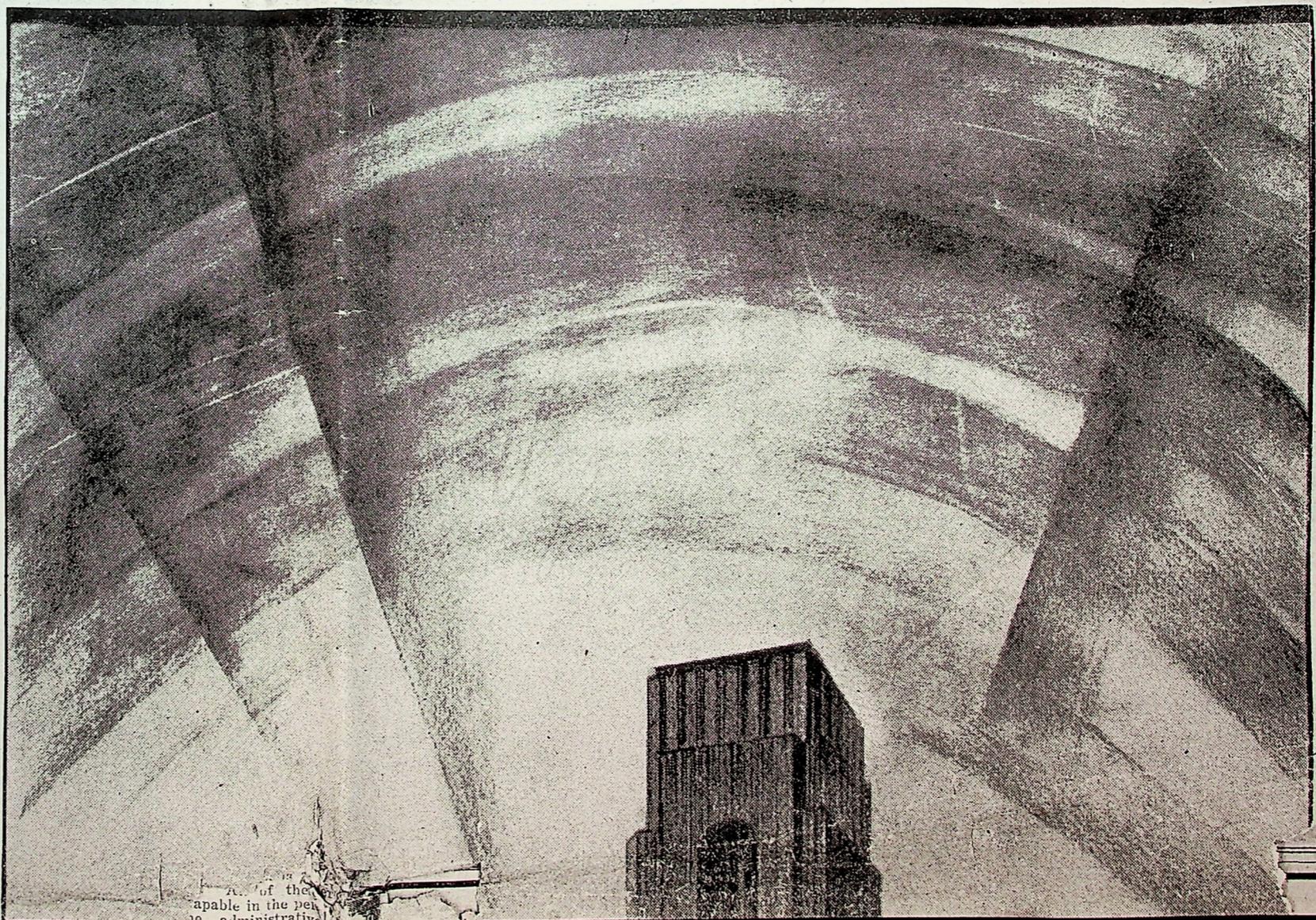
SPECULATION as to the size and style of building which is to occupy the remaining vacant site at the junction of Foochow and Kiangse Roads, may now be laid to rest, as the sketch shown on this page illustrates the new structure.

Matching Hamilton House and the Metropole Hotel, it rises, as they do, in massive blocks of graded height and depth. When it is complete Shanghai will possess a centre which should bring it, at one point at least, into line with cities of modern development in Europe and America.

The architects responsible for the design of the new building are Messrs. Davies and Brooke.

General Programme Reviewed

Reviewing the general programme of building carried out in Shanghai during the year that is drawing to a close, and lifting the veil that covers the activities planned for 1933, there is little doubt but that Shanghai's architects and builders are occupied to capacity.



able in the per
administrative

The activities planned for 1933, there is little doubt but that Shanghai's architects and builders are occupied to capacity.

Among the more notable buildings now under construction, and which are to open shortly, we have the Million Dollar Building which is being erected for the Continental Bank of China. The Land Bank of China, likewise, is building new offices. A third Chinese bank engaged at present in building new quarters, which will also include a large amount of office space to let, is the Shanghai Mercantile Bank. The Bank of China, is constructing a branch in Hongkew.

Large office buildings which will be ready for occupation soon are the Liu Building, and a block which the Fonciere Immobiliere de Chine are building on Szechuen Road.

Apartment Houses Planned

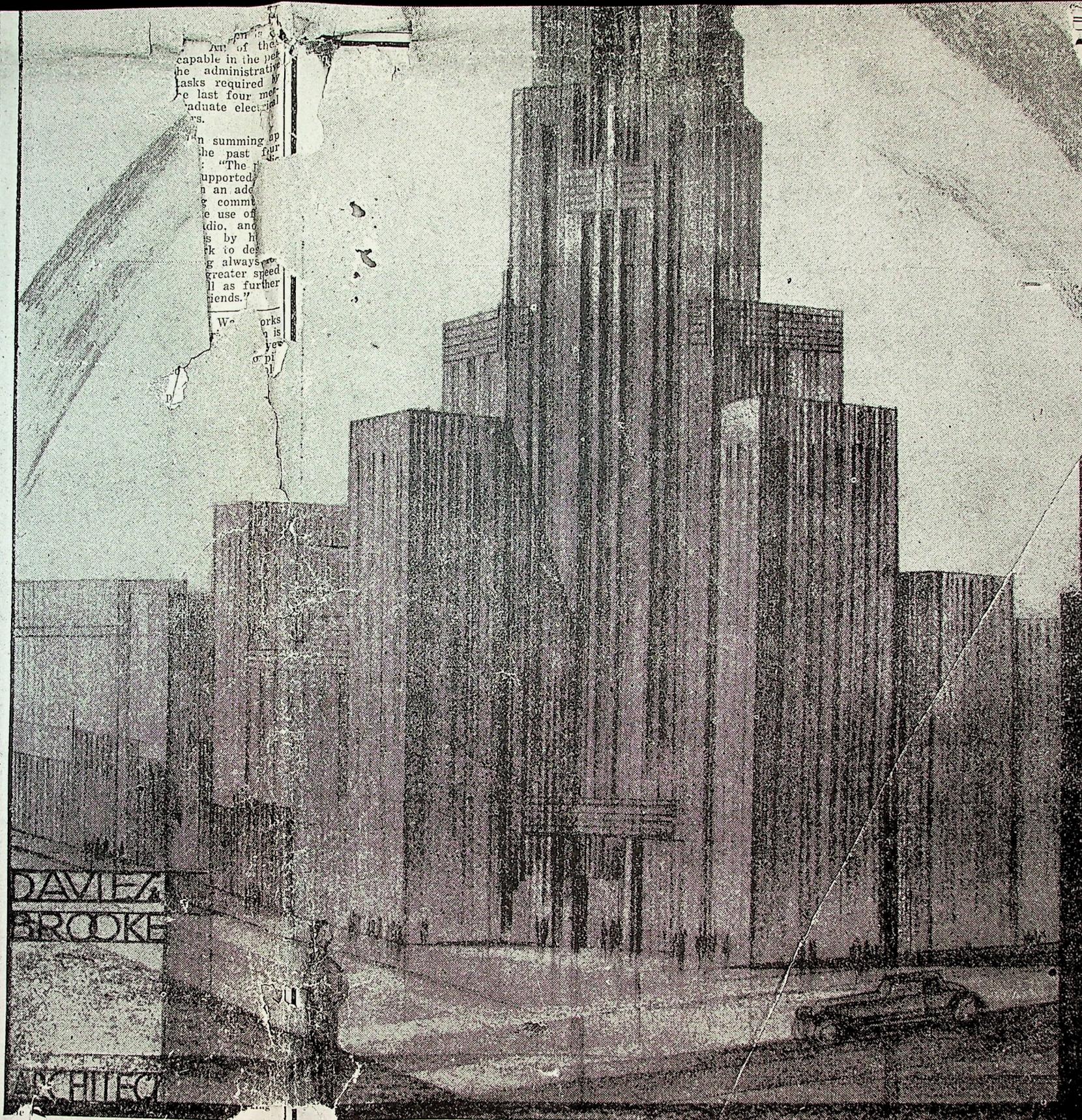
There does not seem to be much promise for private houses, but numerous apartments are planned, as will be seen in the pages of this supplement.

The Northern District is to have two fine blocks, designed by Algar and Co., Ltd. In the French Concession a large number of apartment houses are being built, notably two by the Credit Foncier d'Extreme Orient. "Medhurst" is the name to be given by the owners to a fine block now under course of erection on Bubbling Well Road, for which Davies and Brooke are the architects, while the long waited for "Grosvenor House" which will occupy a site south of the Cathay Mansions, is to be begun very shortly. Palmer and Turner are architects, together with Algar and Co., Ltd., for the latter.

Shanghai's skyscraper-to-be, the J. S. S. Building, overlooking the Race Course, is well under way, while its neighbour, the new theatre, to hold 2,400, and which is to usurp the title of "Carlton" when ready, is likewise well on the road to completion. L. Hudec is the architect for both.

A small apartment house, which aptly illustrates the value of land in Shanghai, is designed to cover a roadway, on Rue Tenant de la Tour, by B. Krivoss. While the private road makes its way through a wide arch, to the property which it serves off the main thoroughfare, there are, overhead, a number of self-contained flats to let.

Altogether judging by the number and variety of buildings which are going up at present or which will very shortly be started, there is every reason to justify those who place their hopes in Shanghai as a centre of realty investment.



Palmer and Turner were the architects for this charming home, situated on Avenue Haig. A narrow

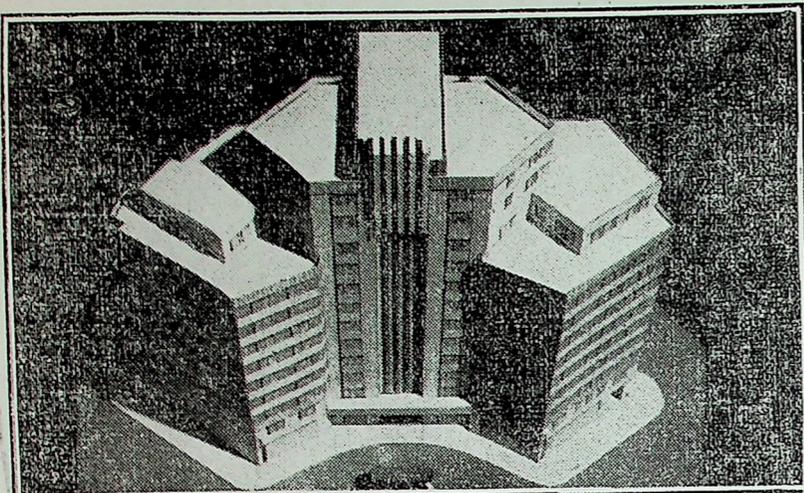
stretch of water reflects the house and sky, adding a touch of pure artistry to the scene.

few staple commodities until today it includes a wide variety of household specialties, in addition to more than 300 individual items.

Twenty class rooms, besides Departments of Physics, Chemistry, and Biology, each consisting of two laboratories, a lecture hall and collection room for instruments, and reading rooms for

professors and students, are contained in this newly constructed block at Tung Chi University, designed by K. H. Suhr, architect.

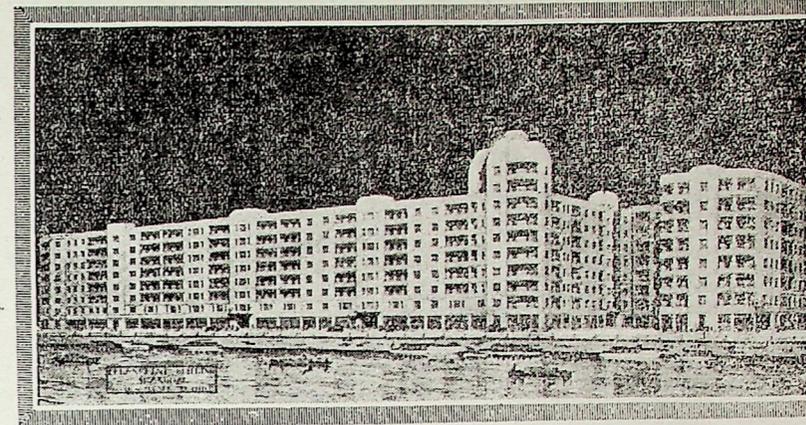
from refineries storages in the districts in America and South Seas.



"Medhurst"

MORE *and* MORE

Big Building Projects
in Shanghai are being
entrusted to the - - -

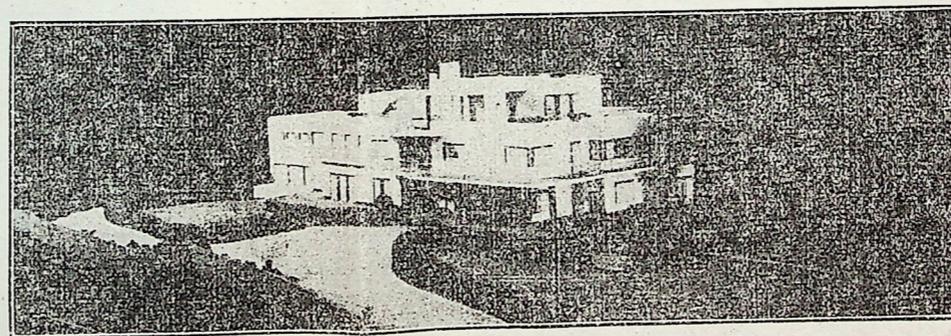


Embankment Building—Palmer & Turner, Architects.

NEW SHANGHAI CONSTRUCTION Co.

On this page are illustrated only a small section of the big jobs that this Company has performed recently. Many big—and in cases bigger—schemes have been put up by this Company.

Each work entrusted to us is a source of Pride to us, and big or small, we give each undertaking our most careful attention. Let us have the opportunity to do likewise for you.



Woo's Residence—Davies & Brooke, Architects.

New Shanghai Construction Co.

GENERAL BUILDING CONTRACTORS

(Established in 1922)

Head Office:—681 Connaught Road—Phone 34171

The New Shanghai Construction Co. has added to its laurels by the appointment as Building Contractors for the newest Shanghai skyscrapers—THE MEDHURST APARTMENT, designed by Messrs. Davies and Brooke for the Metropolitan Land Co., Ltd. The "MEDHURST" will be the most outstanding apartment building on Bubbling Well Road and in the whole of Shanghai.

SPECIALISTS IN BUILDING OF EVERY DESCRIPTION—REINFORCED CONCRETE STRUCTURES
HOUSE DECORATORS—MILLS AND FACTORIES—WHARVES AND BRIDGES



小心
狼狗！

Se 99! 2B1S1R2

CHIENS MECHANTS

From: Sheri Bankes <sheri@sheribankes.co.uk>
Subject: **Fwd: November!**
Date: 24 October 2007 10:34:32 BST
To: Nicholas Bankes <nicholas.bankes@hemscott.net>

Nicholas - COULD YOU PLEASE PRINT THIS FOR ME TO TAKE TO SHANGHAI. THANK YOU. XX

Begin forwarded message:

From: Sheri Bankes <sheri@sheribankes.co.uk>
Date: 11 October 2007 15:43:31 BST
To: Tess Johnston <tessjohnston@ssbg.com.cn>
Subject: November!

Dear Tess,

What excellent news - that we are likely to be able to get together. Yes, I'll ring or email (or both) in that first week - might you very kindly remind me by email of your phone number? I know I have it, but I don't quite know where. Thank you.

Posy lives in the same place - Yan Ping Lu, Jing An Area (I assume this makes sense to you - all I can tell you is that it is a 5 minute walk from Nanjing Lu and a 10-15 minute walk from the Hotel Portamen (ie Portman Hotel!), where Nicholas, unadventurous last time and resolute in his Englishness (ie, not exactly eager to learn a few words of Mandarin) used to go at any excuse and sit in the Starbucks there, reading whatever newspaper he could find, whilst I went off and looked around and had FUN.. I think he might be a trifle more eager to explore this time.

Re the Mullinjers, do you ever see them? Maybe, if we see them at all, we'll see them on a different evening to doing something with you?

I think I know why the "below" bit of my previous email didn't materialize: I think i forgot to press the relevant button. I'm going to try again.....

Question 1: What WWI military aircraft were in mosaics on the domed ceiling in the HK&SB in the room used by the club for former British military pilots and, in particular, was there DH-4 which is the plane my novel's protagonist flies pulling an advertising banner from Shanghai to Chungking and back?

Question 2: Do you share my personal enthusiasm for a man named Carl Crow who was a Missourian - as am I - and a journalist/advertising man who lived in Shanghai from 1912-1937 and who decades ago inspired my interest in interwar Shanghai and was vaguely the model for the principal protagonist of my novel? My grandmother's maiden name was "Crowe" and Carl Crow's family lived proximate to the home of my paternal grandparents. I would be interested to discover any family connection between Carl Crow and myself but can learn nothing about his Crow antecedents beyond his father, George Washington Crow. Can you offer any help?

Question 3: A lady who lives near my ancestral home in Southern Missouri was married to a man with the last name of Turner whose family had been in China for generations and whose father worked for the Post Office in Shanghai. Her husband was interned as a boy at a camp near Shanghai by the Japanese. Her husband is now dead. He refused to talk about his experiences in the camp when he was alive because he found them too painful to recall. She met him in Shanghai when she went to Shanghai after the War as part or under the sponsorship of the U.S. Government to help relocate Jews from Shanghai to other places. She does not even know which internment camp in which he was confined. She would like information regarding any organizations or persons who might be able to assist her in learning where her husband was interned and speaking with others who were interned with him. Do you know of any such persons or organizations and how they may be contacted?

Yup!! It worked!! This is from Greg Letterman, who i assume has been in direct contact with you, although if so I don't know why he is routing this through me - maybe because he felt it was less imposing upon you. Hmm.

Best wishes,

Antic History Attached To Gas Industry

Gas Company Shows Flourishing Record
Nearly Seventy Years' Service
Dirt And Drudgery Abolished

see a miner leaving after his day's work with the primeval as a strange thought, digger of coal which med from trees of cars ago. And he mitive era with the to-day. hich is brought up e is the basis of a perity. Yet this osperity cannot be nlimited. Coal mines v's cruse," for they le, and coal must sed wisely. To use o get the greatest er of valuable pro- t, and the modern s manufacture en- e done.

luminant or fuel is of the last century. van Helmont, at the he seventeenth cen- he word "gas" to a or breath" that he in coal. England the forefront in the perimenting to pro- and the Hon. Robert Dr. Clayton exper- usly in the sixteen- latter actually dis- collecting gas from

First Used
er scientist, both at e Continent, follow- tsteps of the pio- ards the end of the tury a Scotsman, a Parisian, Lebon, tely to produce gas rposes, succeeded in ir object almost In 1802 Murdoch f Watt and Boulton ingham, and Lebon iminate some of the is about the same

Chartered Gas Light was born, under the -seeing disciple of A. Winsor.

n be spared to tell lays and the inven- brilliant engineer, Nor of the gas lopment both as a el medium. Nor of of the incandescent Welsbach. But all ruggles helped to dustry with a pre- ic as its past.

Of Inferno
supply the gas for uge stacks of coal eady to enter the o be converted into its wonderful by-

retorts are ready, onsters, to swallow ver-ending supply poured into them.

leaves behind a fresh charge of coal. The men working in the retort house may well look like inhabitants of the nether regions, for on a winter's afternoon there is a blaze of light as the coke pours out, and a sudden glimpse as of an inferno.

The coke falls into a trough running in front of the retorts and is carried away by a conveyor, steaming and hissing as it passes under the sprinklers that play on it at intervals. Thence it is delivered to the storage heaps. The gas that has been produced is taken off in pipes, and, after careful purification, goes into the gigantic gas-holders, ready to supply the needs of the dwellers in cities.

Through its heating properties gas warms and cooks for countless homes throughout the world. It has been truly said that familiarity breeds contempt, and we get to look upon our boons as necessities and rights. But how many housewives would like to go back to the inefficient cooking of a kitchen range? Turn on the gas!

Coal grates are becoming obsolete because of the dirt and drudgery they entail. Gas fires are achieving the object with which they were invented, that is, to do away with unnecessary labour. Their radiant heat brings warmth without dirt, and hygienically they far surpass the old coal grates.

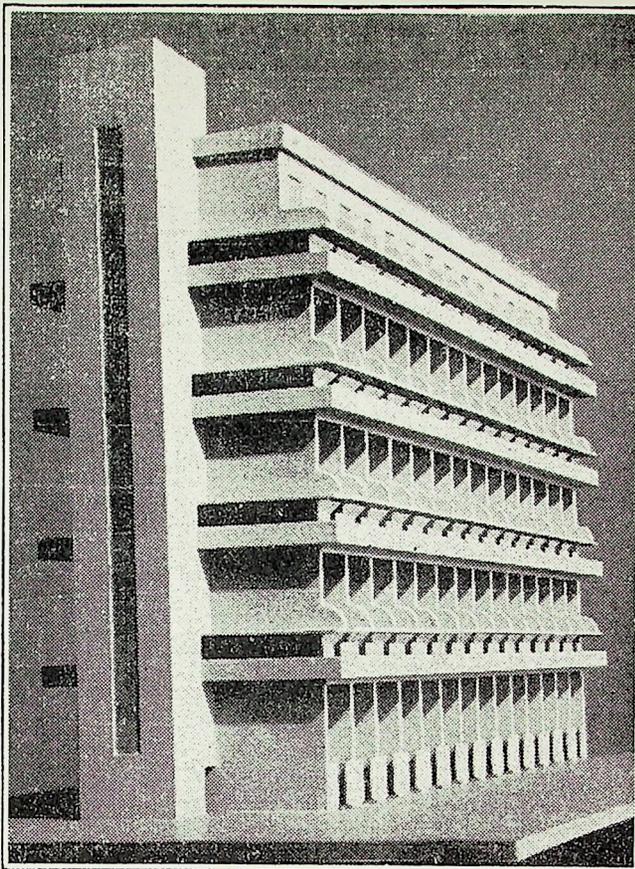
In Shanghai the use of gas in kitchen and living rooms is fast spreading, as space in the lower regions of the house have become more cramped with the rise in the price of land and the necessity of building as economically as possible.

It is a far cry to the early days of the Shanghai Gas Co., Ltd. which laid its first mains in 1864 and which has grown from a production of 143 million cubic feet in 1901 to 740 million cubic feet in 1931—a flourishing record.

FLOOD PREVENTION WORK IN HUNAN

Plans are being made by the Hunan Provincial Government for the dredging of the Tungting Lake, in northern Hunan, and the rivers Siang Kiang, Tzu Kiang, and Li Kiang, in order to remove the flood menace to the province. The lake, which is gradually filling up with silt, now constitutes an obstacle to the flow of water in these four rivers. As dredging operations over the entire lake cannot be undertaken at the present juncture, when the Government is facing financial difficulties, it has been decided to concentrate attention on important points along the rivers and at their outlets to the lake. According to a resolution of the Provincial Government Committee,

APARTMENTS FOR CHINESE IN NEW STYLE



The above shows a model of a proposed Chinese apartment house, designed by Davies and Brooke, Architects.

BAKERITE CO. BUILDS MODERN FACTORY

Cleanliness Is First Consideration In Every Dept.

Among the factories which have been built during the year to house the many trades which tariff walls and increased population have caused to expand in Shanghai, is the vast erection on Sinza Road, which has just been completed for the Bakerite Co.

Occupying a large plot of land and rising four storeys, the new factory will shortly be a humming hive of industry, turning out thousands of loaves of bread, tons of chocolates and sweets, and hundreds of pounds of cakes a day, to meet the demands of Shanghai's appetite and sweet tooth.

For the last 20 years connected with the engineering firm of Baker Perkins Ltd., of London and Peterborough, Mr. C. J. Baker, vice-president of the Bakerite Co., looks upon the new factory as the child of his brain.

Into its planning he has put the experience of a lifetime, and it is safe to say that when the furnaces are stoked up, and the flour, sugar and eggs are beginning to swirl round in the great mixing troughs, there will be no bakery

ried so far as to include the very atmosphere which will pervade the institution. Not a breath of air will enter the food producing rooms, except through special screens and by suction. Not a man or woman worker will be allowed to proceed to the work rooms until a bath has been taken and street clothes discarded in favour of clean white clothes, provided by the factory. Oil fuel alone will be used, eliminating all dust and ashes.

On the ground floor space has been systematically divided and the arrangements are such that all incoming goods will be received at one entrance while all outgoing goods will be despatched from a separate exit, both being under the eye of the office, which has walls built for the most part of glass.

The first floor is the bread making department, where from 2,500 to 3000 loaves will be baked daily. Every process will be entirely automatic, from the blending of flour, water, yeast, etc., to the wrapping stage.

Biscuits will be made on the second floor, which will be equipped to deal with from 4,000 to 7,500 lbs. a day.

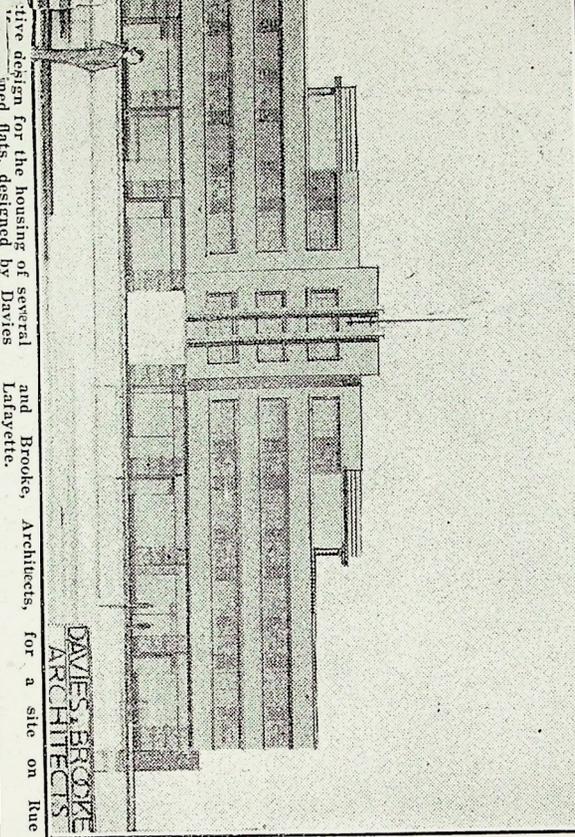
Chocolates will be made on the third floor, and sweets on the fourth. Both these floors will be equipped with the latest machinery for candy making, and each contains a packing room, built like a large glass cubicle, in the centre.

1932 Mill Operations

Due to the Sino-Japanese hostilities in Shanghai, where 60 per cent of China's cotton goods manufacturing plants are situated, mill operations had to be suspended at the end of January last for the year 1931 despite the increase made in spindle installations.	not think there took place anything worthy of particular mention here. One thing that stands out is that the total output of the year shows a decrease of 10 per cent, or thereabouts as compared with the year 1931 despite the increase made in spindle installations.
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Due to the Sino-Japanese hostilities in Shanghai, where 60 per cent of China's cotton goods manufacturing plants are situated, mill operations had to be suspended at the end of January last for the year 1931 despite the increase made in spindle installations.

SHOPS AND FLATS ON RUE LAFAYETTE



Five design for the housing of several hundred flats, designed by Davies and Brooke, Architects, for a site on Rue Lafayette.

DAVIES, BROOKE ARCHITECTS

ONE MORE MAMMOUTH BUILDING HERE

Grosvenor House Will Be Built South of Cathay Mansions

For the past four or five years Shanghai has been growing accustomed to the sight of taller and taller buildings, and each year the city's architects have had on their programmes one or more of these mammoth structures.

The year that will soon be upon us is to prove no exception to the rule, and among the many-storied buildings which are planned to be erected during 1933 is Grosvenor House, which is to occupy a site to the south of Cathay Mansions. This huge block of flats will represent the most important development for the year of the Cathay Lands Co.

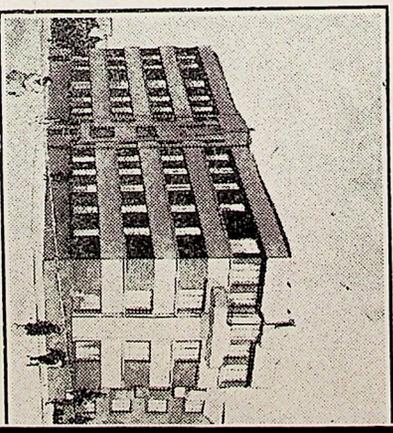
The original intention was to build on a site north of the Circle Sportif Francais, but the decision was recently made to build on the site referred to, the Auto-Palace having, in the meantime, been erected on the northern site.

Grosvenor House will be 16 storeys in height with flats or apartments of various sizes to suit varying tastes and purses. The upper floors will be flats de luxe with roof gardens, and no expense

The building in general style of architecture the exterior will show a modern note, but care will be taken that the contrast with Cathay Mansions is not too marked. Ample quarters for servants will be provided, as well as garage accommodation.

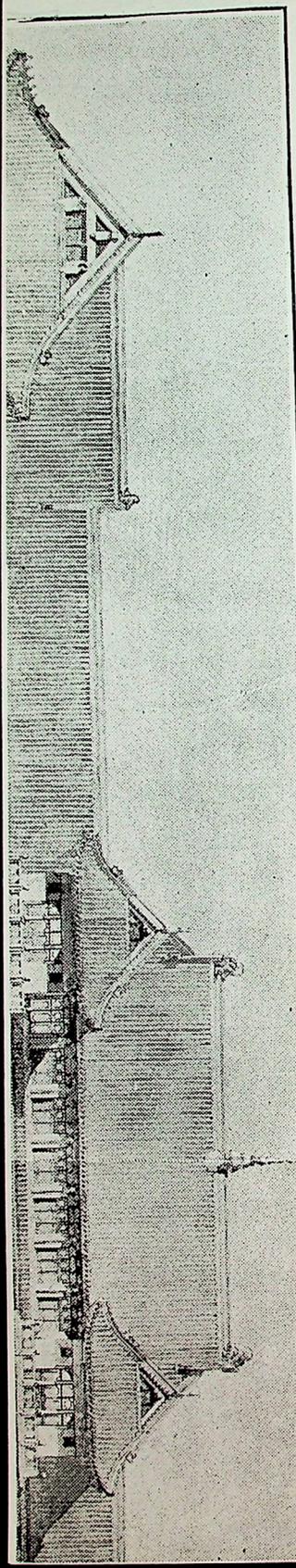
The site now selected will permit a large garden to be laid out to the south of the block and this should prove a great attraction to

MODERN FLATS F

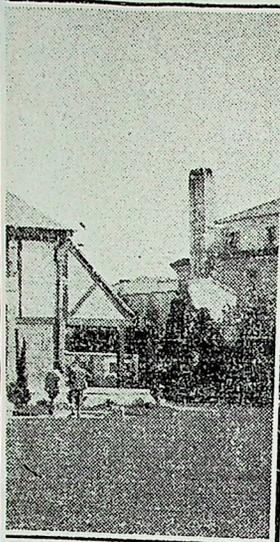


Up-to-date three and four-roomed flats were found in the block shown above which is known as Northend Court, and which is being

The New Building of Ministry of Comm



A CIRCLE



venue, designed by B. Fraser,

es to cut their prices when led, without causing any serinconvenience, whenever it is red to introduce their goods a new market or to meet inesses in import tariffs in other

	Yarns in bales
Japanese mills	823,437
Chinese mills	1,480,919
British mills	76,315
Total	2,380,671

later four Government mills were erected in Wuchang by Chang Chitung for the manufacture of cotton yarn, cotton cloths, silk yarns and fabrics and cloths made from the ramie fibre.

According to the latest list available of the Chinese Millowners' Association at Shanghai, the number of cotton mills in the whole of the country is as follow:—

Japanese—45 mills (90 of which are located in Shanghai) aggregating 1,821,280 spindles.

Chinese—82 mills, with 2,499,394 spindles.

British—3 mills, with 177,228 spindles.

The total number of mills is thus 130, with 4,497,902 spindles. Viewed from a percentage basis, the Japanese mills work out at just over 40 per cent., the Chinese at over 55 per cent. and the British-owned mills at under 4 per cent. of the total. The number of looms run by the Japanese concerns in China total 14,082, while the Chinese operate 17,018 and the British 2,480, making a total of 33,580. The percentage figures work out at nearly 42 per cent. for the Japanese-controlled looms, just over 50 per cent. for the looms managed by Chinese concerns and 7 per cent. for those under British management.

According to the latest returns, the annual output of the industry in China is as follows:—

	Percentage	Piece-goods in pieces	Percentage
Japanese	35	7,517,767	47
Chinese	62	6,854,091	43
British	3	1,737,986	10
Total	100	16,179,844	100

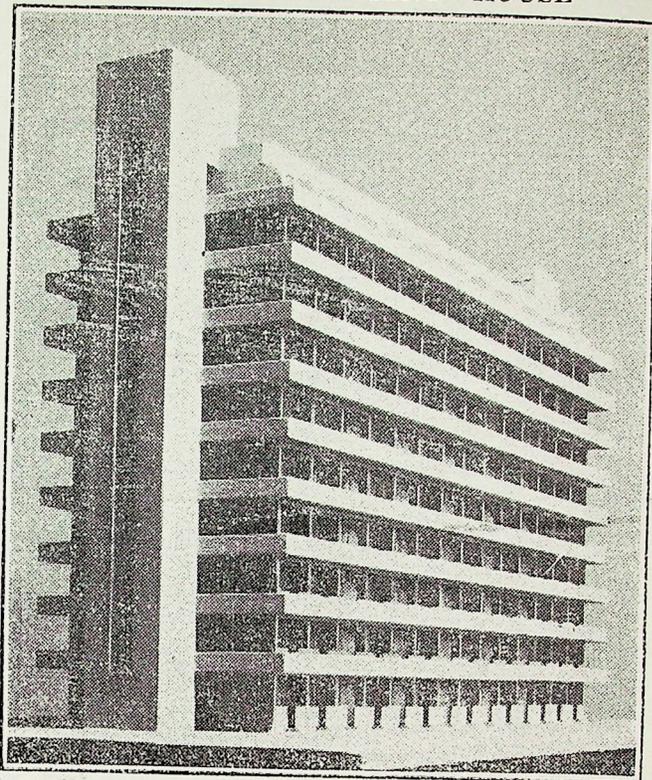
China's Textile Industry participation by the Japanese in the textile industry in China dates from 1895, when the y of Shimoneseki, which per foreigners to establish ties, was signed. So far as se-owned mills are concernre first factory appeared to be established in Shanghai inese Government officials. In the Yang Pu Chu Mill was p by Li Hung-chang. The mill was also erected in hai in 1891, but a few years

The number of workers employed by the various concerns are stated to be:—

Chinese mills	164,275
Japanese mills	77,792
British mills	13,189
Total	255,256

The growth in the number of Japanese mills in China has been rapid, for in 1915 there were only three, but this number increased to 11 in 1919 and again to 45 in 1931. At the present moment it is the Japanese influence which predominates, and, with their well-known efficiency and adequate

CHINESE APARTMENT HOUSE



Nine storeys are shown in this model of an apartment house which it is proposed to build for Chinese tenants. An innovation in the form of housing for the native population is thus introduced by Davies and Brocke, Architects.

financial support, they are likely to continue to be a force in the country.

For the purposes of this article it is not necessary to launch upon the technicalities governing the comparison of costs of production between those of Lancashire and Japan or China. Suffice it to say that the conditions in Lancashire, as they exist to-day, make it impossible to compete with its rivals in the Far East, except in the case of specialities, largely consisting of finer goods.

The Silver Question

More than in any other country in the world, not excluded India, where enormous quantities of the

metal are imported, the buying power of the people in China must be seriously affected by the decline in silver values. It would, however, be incorrect to attribute this as the only factor which has been responsible for the drastic reduction of trade with Lancashire. The world economic depression, aggravated by civil wars, floods, banditry and the conflicts with the Japanese in Manchuria and Shanghai, have also contributed to the dislocation of trade in China. In the Yangtze valley, one of the richest and most densely populated districts in the country, some 14,000,000 people were rendered entirely destitute by floods, and the loss to China by this catastrophe cannot be measured in terms of money.

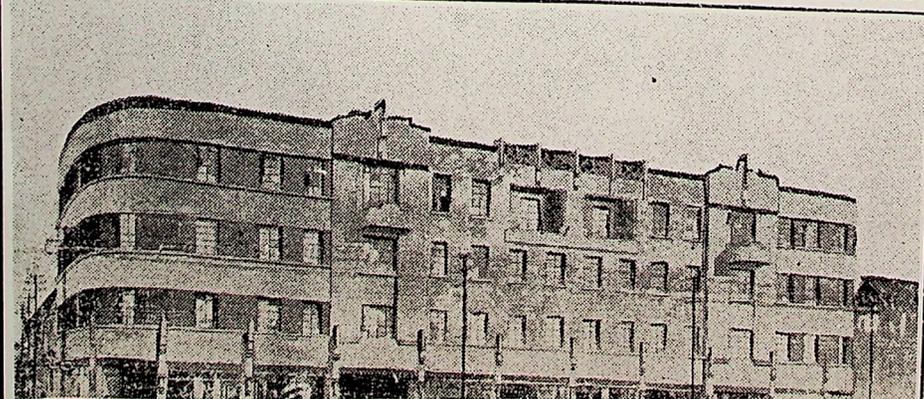
It can, however, be maintained that a rise in the value of silver must cause an approximately corresponding increase in the buying power of the people. The stabilization of silver at a suitable level, by preventing violent fluctuations in exchange, will encourage trade.

It has been shown that the international control of silver value is a practical proposition, and it is to be hoped that the co-operation of the various Governments and producers towards attaining such a result may soon be secured.

The Outlook In Lancashire

What then is the outlook for Lancashire? Are we to cease altogether to figure in the textile trade of the Far East, or shall we succeed in recovering the whole

NORTHERN DISTRICT TO HAVE NEW APARTMENT BLOCK



resulting from the Sino-Japanese conflict, have naturally combined to seriously depreciate the spending power of the Chinese community with the result that trade generally has suffered and foreigners have felt the pinch. Nevertheless, although conditions cannot yet be said to be normal, extraordinary residence has been shown and trade is picking up slowly but steadily. A mournful few walk the streets and pace their office floors crying Dead, dead; everything is dead, but it still remains a fact that they are eating and drinking and wearing respectable clothes, and the community generally is doing the same. All this is not to say that things are just what one would like them to be. Far from it. But on the other hand, if no fortunes are being made just now, Shanghai is managing to exist pretty comfortably and most people, unless some unfortunate occurrence takes place, think that the coming year will see a big march forward.

The most breathing space from the strife and machinations introduced by the activities of the politicians would enable Shanghai to go forward by leaps and bounds. Confidence has already returned to a very large degree and it is hoped that Shanghai will not again be troubled with a backwash from the Manchurian imbroglio. One thing one can say, the Chinese merchants are not

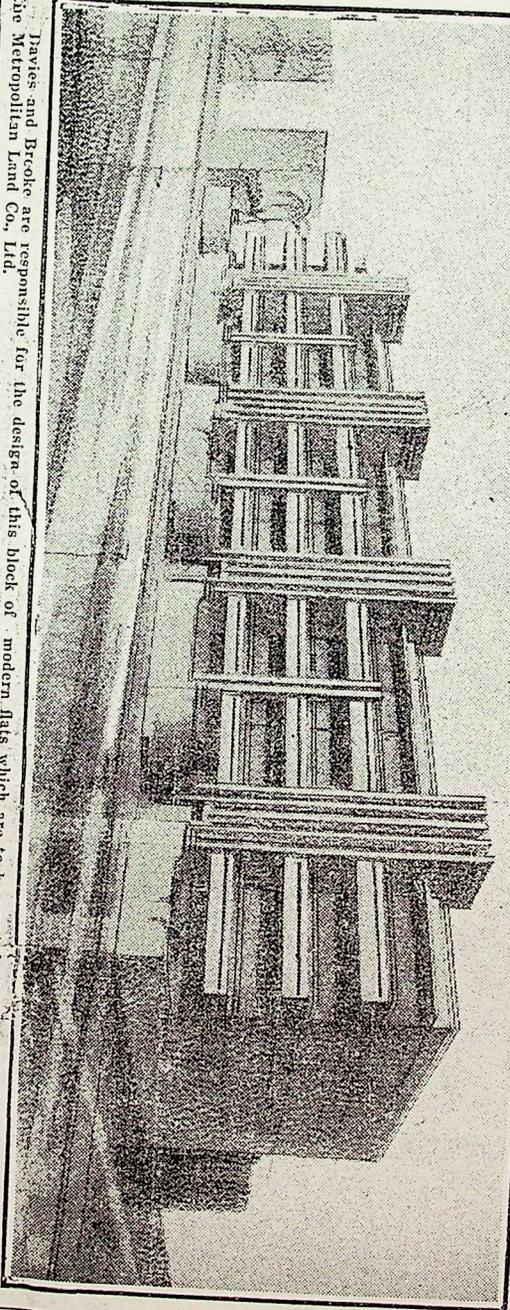
With respect to the enhanced Customs duties although, as the report presented at the annual meeting of the British Chamber of Commerce in April remarked, it has been the policy of the Ministry of Finance, under Mr. T. V. Soong, to reduce the number

of valorem duties as possible, and one can have no quarrel with such a policy, nevertheless Mr. Soong has rather looked upon the Customs as the easy mitch cow and has had several very convenient milkings on rather an extensive scale. The levy of 20 per cent. ad valorem duty on imported drugs

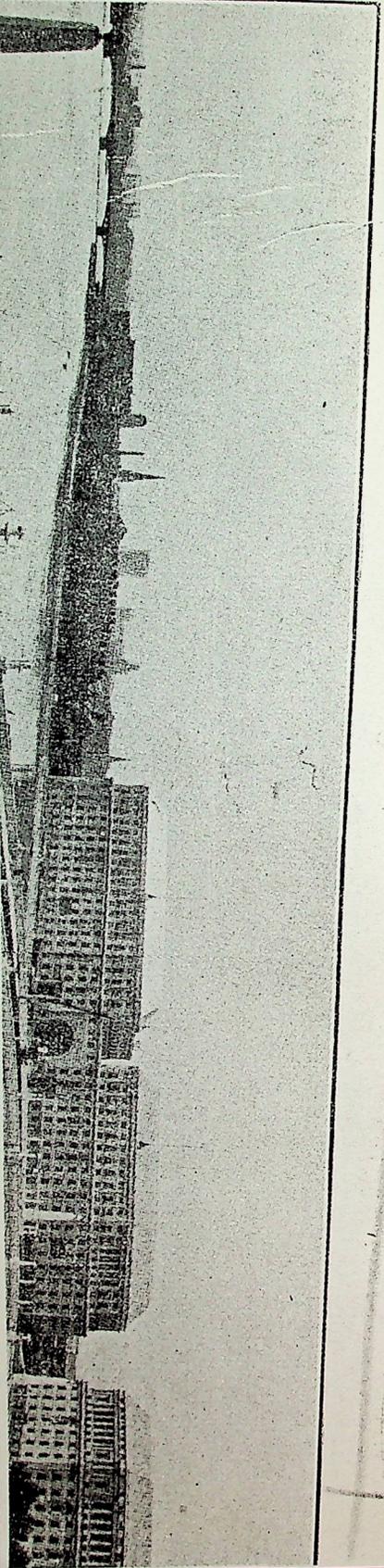
liquors and beer and still less justifiable increases on clothing, have given local merchants something to think about. As for the revenue, the law of diminishing returns has already begun to operate. A country situated as China is to-day does not need high tariffs. Their imposition is

indefinite. A certain number of new industries have been stimulated perhaps among the larger Chinese population in the towns but, generally speaking, these are on a small scale and it is doubtful if the stimulation of tariffs is calculated to benefit China in the long run. China, as a whole, is not yet sufficiently industrialized to feel in the best

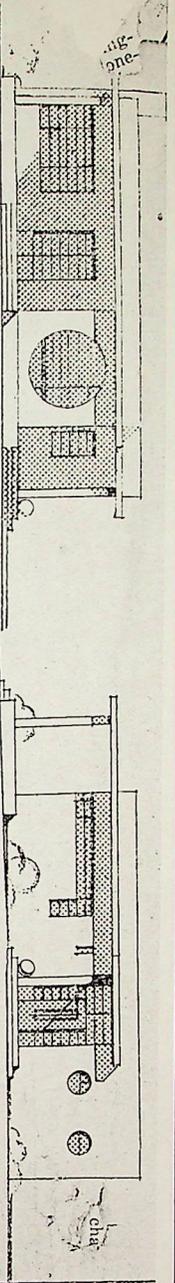
BLOCK OF MODERN FLATS FOR HONGKONG



Davies and Broke are responsible for the design of this block of modern flats which are to be erected at Causeway Bay, Hongkong for the Metropolitan Land Co., Ltd.

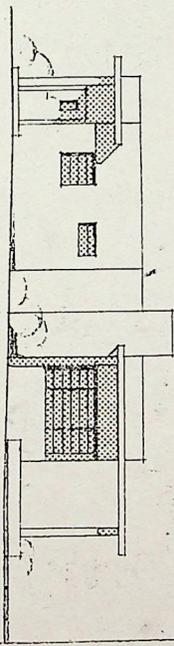


centures to a be and e the world. With problem tempt ment to and sub but the bankers parties actual c country warrant these fa has been towards it is p question drop into time. New Modern Shanghai is rich in resources but for : ness pur gained bl trucks co in genera and small streets o quarters to carry motor tra ing and l improvisec quently p congestion, quite a adapting i requirement transport amount of : Staff Inve

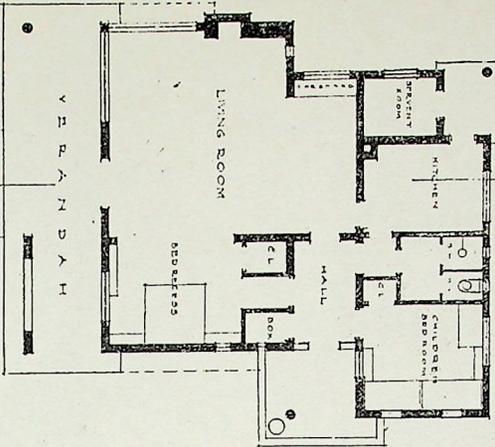


SOUTH ELEVATION

EAST ELEVATION



WEST ELEVATION



PLAN

SCALE OF METRES

PROPOSED BUNGALOW BY DAVEY & BROOK ARCHITECTS

Front and side elevations, ground plan and section of a bungalow built to meet the requirements of modern days, designed by Davey and Brooke, Architects, for a Tsingtau owner.

AVON

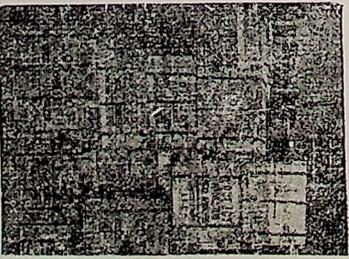
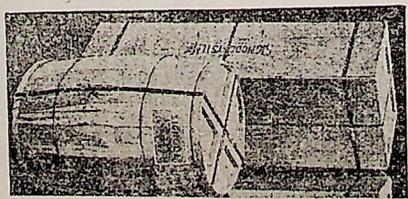
INDIA RUBBER Co. Ltd. MELKSHAM, Eng.

their command at all times. I would put in a word of appreciation for the welcome and courtesy extended to me since my arrival here, by mill owners and the management of local mills.

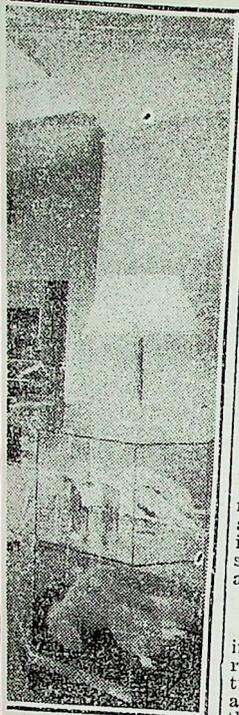
Build in new offices page 16 F.

The 66

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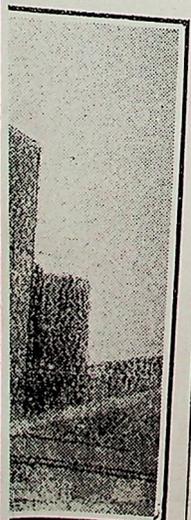


THE MODERN AND MOST EFFICIENT STR



Note the cocktail bar

A certain number of
ies have been stim-
haps among the
ulation in the larger
generally speaking,
a small scale and it
if the stimulation of
calculated to benefit
long run. China, as
not yet sufficiently
to feel in the best



Hongkong for

possible way all the benefit it is possible to obtain in this manner.

Fundamental Soundness

A striking testimony to the fundamental soundness of Shanghai industry and commerce is seen in the construction of large numbers of new factories, shops and dwelling-houses. A port which witnesses such enormous activity in the building trade as has been apparent in Shanghai during the year 1932 is not likely to perish from eventual sluggishness. The fact is that Shanghai is gifted with a marvellous geographical position for taking a giant share in the trade of the Pacific. Shanghai has been called the "Paris of the East" for her alleged gaieties but probably she can lay better claim to the title of the "London of the East" in the opportunities she has for trade and commerce. In fact so rich are Shanghai's natural advantages that the city may be said to labour under few disadvantages other than the man-made one of "political uncertainty" and that one hopes to see banished from the horizon by the spirit of goodwill and co-operation at an early date.

Exchange Fluctuations

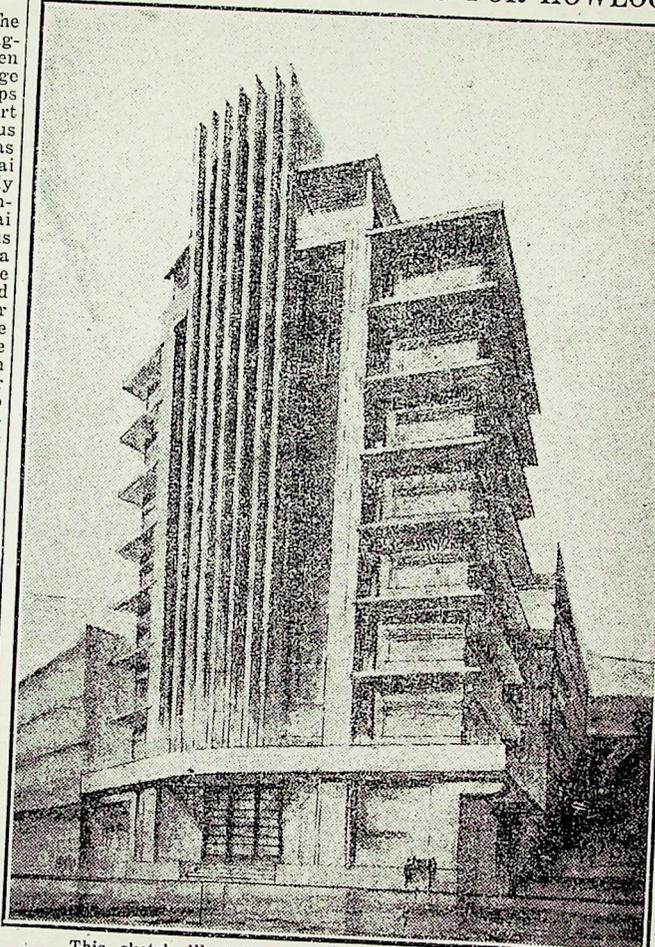
A considerable difficulty to importers through the year has resulted from the violent fluctuations in exchange and unfortunately there is no likelihood that these will come to end in the near future. Shanghai here shares a difficulty with all parts of the world and like all other great centres looks anxiously forward to a better system of currency and exchange throughout the world.

With regard to purely local problems the year has seen an attempt by the Nanking Government to do away with the tael and substitute the silver dollar but the opposition of the native bankers and other interested parties has been great while the actual conditions obtaining in the country can hardly yet be said to warrant the change. In view of these facts little or no headway has been made by the Government towards effecting the change and it is probable that the whole question will again be suffered to drop into oblivion—at least for a time.

New Methods Of Transport

Modernization of transport in Shanghai goes on apace. The ricksha is still an ubiquitous conveyance for the single passenger but for all commercial and business purposes the automobile has gained the day. Sales of motor trucks continue good and they are in general use by most firms, big and small. In fact, the narrow streets of the purely Chinese quarters of the town are having to carry large amounts of heavy motor traffic. Facilities for loading and unloading to and from improvised factories are frequently poor and there is much congestion, but Chinese firms on quite a small scale are now adapting their premises to the requirements of modern forms of transportation with a certain amount of success. With the constant increase in the use of

ULTRA MODERN BUILDING FOR KOWLOON



This sketch illustrates the proposed new building for the China Light and Power Co., Ltd., to be erected in Kowloon, Hongkong, Davies and Brocke being the architects.

mechanical transport grave problems are arising with respect to Shanghai's streets and a well-defined, broad-based and co-operative plan will become an urgent necessity in the near future.

Rural Activities

Reports from rural districts in the Kiangsu Province have been reassuring. Many smaller provincial towns are opening up to modern trade methods but better communications form the paramount need of the day. The new Shanghai-Hangchow-Nanking highway is a step in the right direction and should lead to a considerable betterment of trade conditions in the districts which it serves. The task of road building in this, as in other Provinces of China, is, however, a stupendous one, for so much requires to be done at once. The villages are connected by mere tracks or not at all and many districts are practically inaccessible. Needless to say, life in such parts of the countryside is almost unchanged to what it was centuries ago and for all the part they play in the functioning of modern business they might not exist. Subsistence

farming by the most primitive methods is the only occupation of the people.

NEW TIENTSIN-TSINAN TELEPHONE

Long-distance telephone service between Tientsin and Tsinan, the provincial capital of Shantung, will be in operation before the end of the year. Work on the Hopei section of the line will begin immediately, the necessary funds being advanced by the Hopei Provincial Bank.

MILITARY LABOUR FOR ROAD MAKING

Construction work on the Lan-chow-Suchow Highway in Kansu is progressing satisfactorily. It is anticipated that by January, 1933, the road will be ready for traffic. Work on the projected Suchow-Sining Highway will commence in the near future. The military authorities of Kansu and Kokonor (Chinghai) provinces are arranging to provide soldier-labour for the task.

their import as follows:

1931	91,930
1932	81,931
7,184	34,091
4,410	17,095
5,513	8,560
4,882	18,951
3,902	18,291
2,083	22,007
2,655	5,811
3,853	8,067
1,882	35,436
964	4,778
5,328	173,090

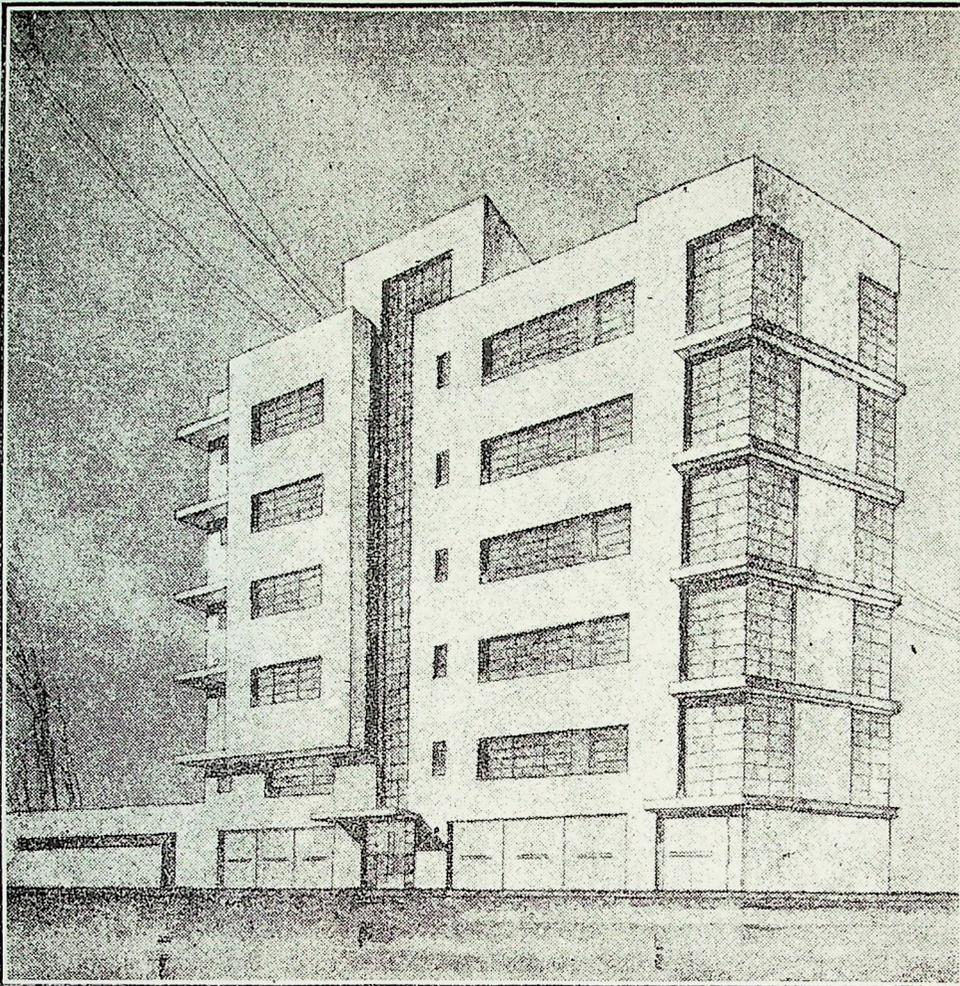
covery are express-s, the trade

1930-1931	
orts	Imports
212	13,385
462	15,702
486	15,996
102	20,869
354	20,413
393	21,412
844	36,883
978	25,401
823	38,141
286	20,358
694	14,865
966	12,389
600	256,314

from Septem-1932 will be that in the ing period, ber, 1930 to to the re-change rates

ve take the eight months d with those orresponding y understand le came fast of the anti-ghout China sino-Japanese a and around nvinced of a on of the law sino-Japanese

ANOTHER APARTMENT HOUSE FOR THE FRENCH CONCESSION



The corner of Avenue Petain and Route Edan is the site chosen for the erection of this very modern apartment house, designed by Davies and

Brooke, Architects. The use of glass at the corners is a note much favoured in present-day building, as exemplified above.

Austra M

Slump In A Disguis

(Specially While there ha years quite a coi of trade between Far East, it is last two or three public in Austr aware of the sibilities of th market.

This statement indicate a facl amongst the Au men, and this to is undoubtedly ce reason, however, enterprise on th tralia in expl Eastern market, Australia has d of her existenc Dominion done a through the Mot fact, even now, is still essential the United King

During the ya immediately afte tralia was quite c state of affairs prices she obtai ducts in the Hor good, and there in disposing of t export surplus th

Signs Of Cr About three ye the first signs c crisis began to a soon found out coming exceedi pose of her prod Prices for all r came down with found that she c cases obtain a th for her primary r could obtain befo

This state of serious and pureussions in currency depreci Great distress was her rural popul employment in h rifle.

The Governmen drastic action to of affairs that v coming impossible cut down to the of the country's ments in raw disastrous drop i the Australian Po don market in so a blessing in disg an immense hel tralian exporter.

Both Governme now that the crisi realized that the pendence of Au London market w weakness, and t determined efforts be made to secur a footing in other Far East Att

g Accessories Are ially Imported

Duncan And Company Responsible ction Of Many Specialities Used Building Construction

importation subsoil, which affords so many Messrs. Dun-ave been in s, have been l with the of building or buildings their heads t century, w skyline to the quality or other of which are n. the famous roofing, etc.; s, as well as Chee Hsin

good appearance. It is a mag-nesite base composition developed to a high pitch as regards appearance and durability, being in many cases applied in occupied premises, as it possesses the very desirable feature of being quickly applied, only two or three days being sufficient.

Quick Drying Flooring

"Mastipave," a hard wearing industrial flooring applied in a similar fashion to linoleum, is yet another of the floorings which are particular lines carried. It is necessarily low priced but w stand up to the severest wear. It is laid over either wood or concrete and in the latter case is especially valuable in premises where delicate machinery is installed, as it entirely eliminates "dusting up" of cement floors and consequent damage to machines. It has the further desirable qualities of being silent to the tread and impervious to moisture.

Sanitary Fixtures

Beautiful sanitary and bathroom fixtures being a particular feature of the modern day home, it is not

vogue in both Chinese and foreign circles in Shanghai.

Mottled pink tiles, with bath basin and other accessories carried out in plain porcelain to match, combined with a floor covered in light blue mosaic tiles, form one of the cheerful bathroom schemes which are to be seen in the show room which Messrs. Duncan and Co. has recently opened in their new premises in Hamilton House.

Duncan and Co. are general managers for the Shanghai Mechanical Co., who manufacture steel windows.

They include among their agencies Messrs. Edwards, of Ruabon, North Wales, who are known the world over as manufacturers of Edwards Quarries. These Quarries have been used in Shanghai throughout the B.A.T. and B.C.C. factories and in many other buildings.

Artificial Lumber Supplied

The firm's hardware department aims to combine the precision afforded by the best manufacturers of foreign locks and hardware

Office Bank and Progress of its Existence

Post Office, Postal Remittances Is Filling Need In The China's Workers

ists. The outport offices number 173 in all, while Shanghai alone assesses a further 28.

Foreign Correspondents

Foreign correspondents for the postal Remittances and Savings Bank are the Bank of China, London; the National City Bank and Chase National Bank, in New York; the Yokohama Specie Bank, Tokyo; the National City Bank, Yokohama; and the Banque de l'Indo-Chine in Paris and in Hanoi.

A direct money order service is maintained with the foreign postal administrations of Belgium, Canada, Denmark, F.M.S., France, Germany, Great Britain, Hongkong, Japan, Macao, Netherlands India, Norway, Siam, Straits Settlements, Sweden, and the U.S.A., while an indirect money order service to all other countries is maintained through the respective administrations.

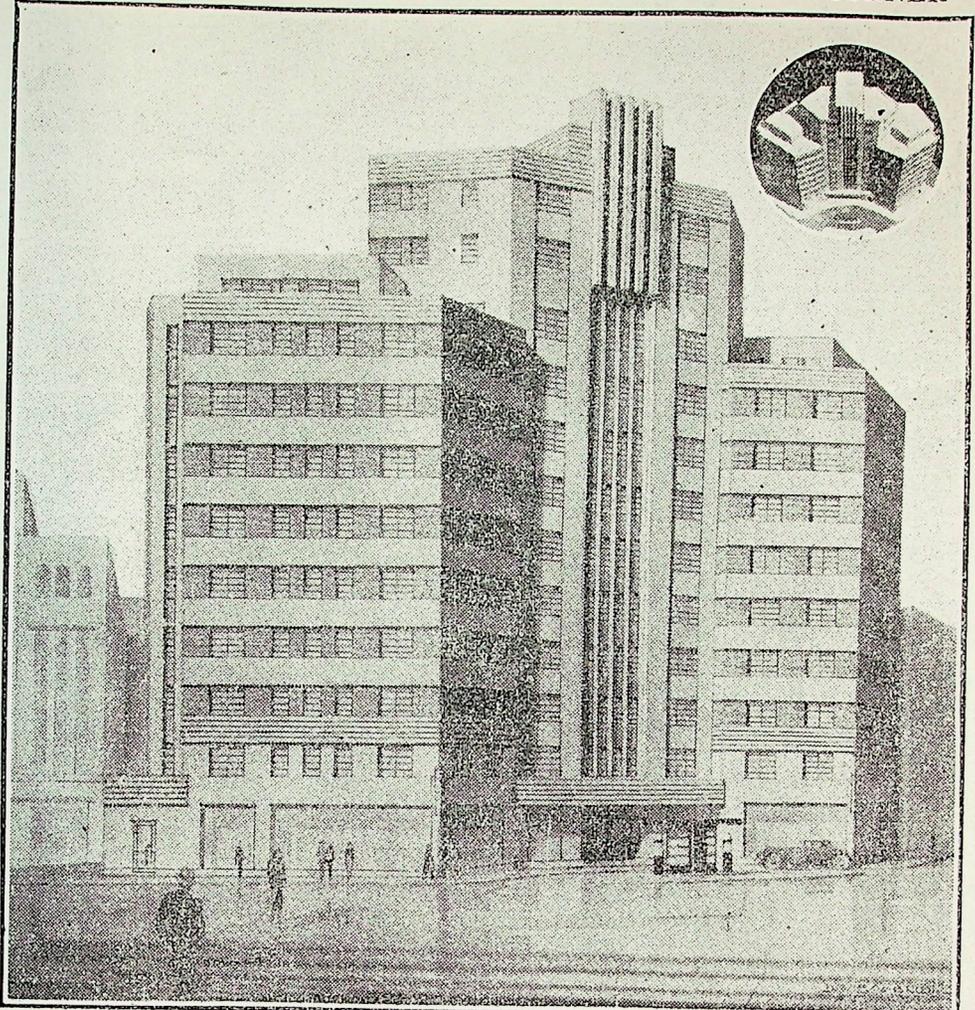
Starting as an offshoot of the Post Office four years ago, with a capital of just over two million dollars, the Postal Remittances and Savings Bank to-day finds itself in a very secure position, its total assets being estimated at over 40 million dollars. An interesting item on the balance sheet is that recorded against savings, which, in the year 1931 amounted to close on 350 million dollars.

That the bank has quickly earned the confidence of the working classes is evidenced daily by the crowds which throng round the many order counters of the bank well as of those at the branch office. Particularly at the beginning of each month when remittances to the old folks living in the country are being made, the crowds press round the receiving counter's desk with dollar notes clutched in toil hardened fists.

Simple And Safe

How much simpler and safer it is to send money home in this way through the great organization than as that of the Post Office, and by the methods which prevailed in the past, through merchants' houses or travelling salesmen. It has not taken the Chinese earner long to realize the advantage of the present system in making payments to far off districts, and the figures show to what great extent the people benefit from this means. No less than five million dollars were sent in remittances during the year ending December 31, 1931, while at that date, when the balance sheet was prepared, the sum of money in transit amounted to close on 350,000,000.

TWELVE-STOREY BUILDING FOR MEDHURST ROAD CORNER



New apartment building, to be known as "Medhurst," which is now under erection at the corner of Medhurst and Bubbling Well Roads, for the Metropolitan Land Co., Ltd. Inset is a bird's-eye view of a model of the building. Davies and Brooke are the architects.

Twelve-Storey Apartments For Bubbling Well

Davies And Brooke Build Fine Modern Flats For Metropolitan Land; Modern Structure Will Tower On Medhurst Road

The rapid increase in the number of apartment buildings in Shanghai has frequently been the subject of comment in these columns, and wonder has often been expressed as to where the people come from to fill them. They are, however, nearly all occupied as soon as they are completed and as the demand still remains unsatisfied we are now promised another and newer development to meet the steadily growing needs.

Early this month the pile driving was completed on a site at the junction of Bubbling Well and Medhurst roads, and building start-

ed on a series of modern service flats which should be ready for tenants in little over a year's time. As far as can be judged from the preliminary plans, these flats will provide service almost as complete in every department of activity as that which is expected from the best flats of this type in the larger centres of population in the West, and will mark one more definite step in Shanghai's progress.

The building will be twelve storeys in height. The ground floor will be devoted to shops and from the first to the eighth floor there will be 16 residential flats,

with kitchens and pantries, and some 40 single and two-roomed apartments, each, however, with its own entrance hall, box-room and bathroom.

On the ninth floor there will be a restaurant operated by the management and a large reception room and lounge. The tenth and eleventh floors will be devoted to flats "de luxe" of six or seven rooms each, while on top, about 150 feet from the ground, there is to be an attractive roof garden.

It sounds ideal and should help to solve a good many problems for the bachelor girl, bachelors and small families, who may desire to be relieved occasionally of the worry of preparing meals, and yet at the same time wish to have the accommodation and the facilities for house-keeping when they are that way inclined. The architects are Messrs. Davies and Brooke and the Metropolitan Land Company are the sponsors of the venture. The name chosen for the new building is "Medhurst."

Mills Position Reduction

Mill-owner Gives Local Chinese Is Made

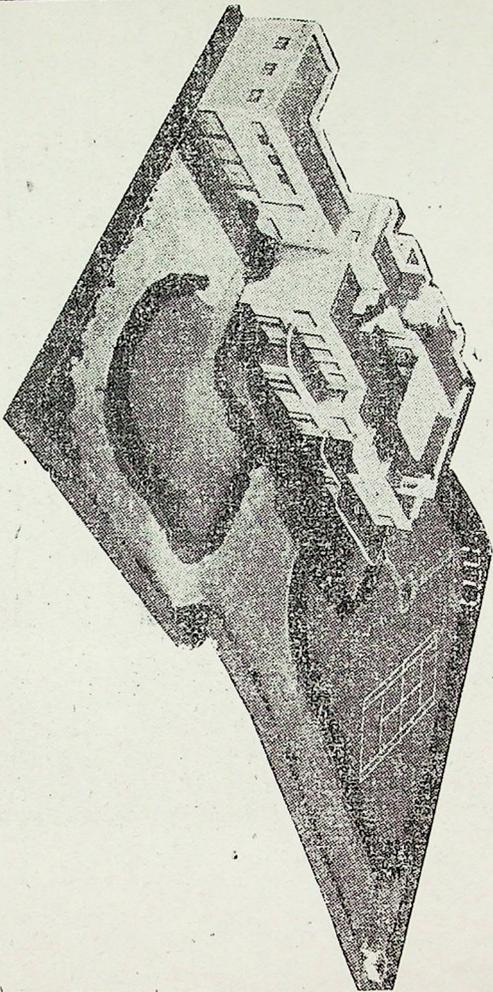
has been specially Mr. D. M. Wadia of the local cotton trade in Shanghai and now owns both

rating. I am assured a number of similar mills, which is a real-estate act from the point of view of a foreigner coming here at this time.

in Do Hard Work. I have not been here I have not been round most of the big mill where that I went I contented labour whose of health appeared un- e. I am a new-comer and was surprised to find of female labour em- local industries.

only light work is re- women such as reeling, etc. The rest of the one by men who bear of factory operations. case is different. One the labour everywhere. cotton mill industry even with more than 40 per cent cannot declare is nothing new to learn, owns all there is to know. I am here I go, some new- less or method which I even before elsewhere. I to the Chinese mill- at no matter how efficient, it be in mill management, franger with some ex-

LOOKING DOWN ON AN ULTRA MODERN RESIDENCE



Model of an up-to-date residence now being erected on Jessfield Road for Z. Y. Woo, Esq. Davies and Brodie are the architects.

immediately to a visitor to the mill.

As I said, those who work in a mill with the noise of the machinery, its vitiated atmosphere, if I may say so, and the long hours, become lethargic at times. New problems crop up every day in the mill which must be confronted and solved on a great deal of climatic changes have a great deal to do with the functioning of a cotton mill. In mixing cotton you may find that the method which has been working satisfactorily for a number of days, might suddenly prove otherwise. Cold, the high winds and excessive heat have their baneful effects on the operation of a mill. The man on the job has to "tune" his machinery in such a way as to work the cotton in the best advantage. If there are too many breakages in the mill it means more work for the operatives especially in the weaving shed. It breaks the backs of the workers to have to draw

waste would set in than production. In China there is more humidity than is necessary. The problem here would be how to eject excessive humidity which plays havoc with the cotton, especially during the summer months. I am confident that it would be beneficial to use powerful exhaust fans which would force out the unnecessary dampness from the various departments of the mill.

The mills in this country work day and night and I hear that factory laws have recently been introduced, limiting the working hours of the operatives. This continuous working of the mill has the result of reducing overhead expenses and capital charges. In India women are exempted from nocturnal labour. Here I understand they can work on both day and night shifts.

Wages Are Low

I find that wages of labour here

The mills here use cotton imported from different countries such as America, India and Burma and also Chinese cotton which is grown in this country. There is not sufficient production of Chinese cotton to furnish requirements here without having to import cotton from abroad. Most of the Chinese cotton is received here between October and January. The mill owners also have to seek cotton supplies from India or America according to the prices and parity of exchange. This I regard as a great disadvantage to the mill owners. Changing and chopping of mixing require close attention especially with the drafting and the rollers in the speed frames and rings.

I must state candidly that Chinese cotton is superior to that of India. In some of the mills here, where they are spinning finer counts however, they have to count themselves to American cotton if promptly from Indian cotton if promptly

Realty Market Of 1932 Suffers Repercussions After January Troubl

Year Now Closing Has Been One Of Most Puzzling For Real Estate Market; Gradual Return Of Confidence

By Courtesy of REALTY INVESTMENT CO. (Specially written for THE SHANGHAI SUNDAY TIMES)

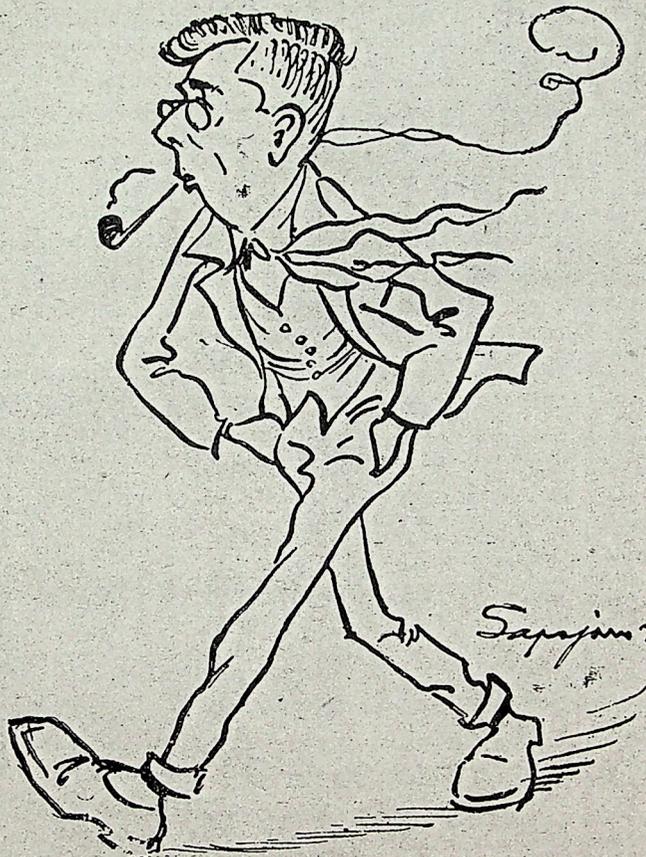
The year under review has been probably one of the most puzzling for all interested in the Real Estate Market in this city. No city has probably ever suffered in such a unique way as Shanghai, in the early part of the year, when portions of it were a most completely isolated and evacuated by thousands of inhabitants and while other portions were crowded and overflowing with refugees from the stricken areas and from the outlying districts and adjacent suburbs pouring into the unaffected districts for shelter. Early in January, trading conditions were far from normal as a general feeling of insecurity was in the air and many a would-be speculator was nervously safeguarding his interests as far as possible, but without launching forth on to fresh schemes. Money was consequently extremely tight and mortgage interest commenced to soar up. This was especially unfortunate as the advent of the Chinese Lunar Year was approaching and money was needed.

The situation seemed to be abnormally acute and all markets in Shanghai, quite apart from the Real Estate Market, were affected. Then there came the cataclysm at the end of January and serious fighting started.

Trade temporarily abandoned All thoughts of markets were then abandoned and trade was utterly out of the question for several months. Food problems were acute and dangerous, but were most admirably handled. The

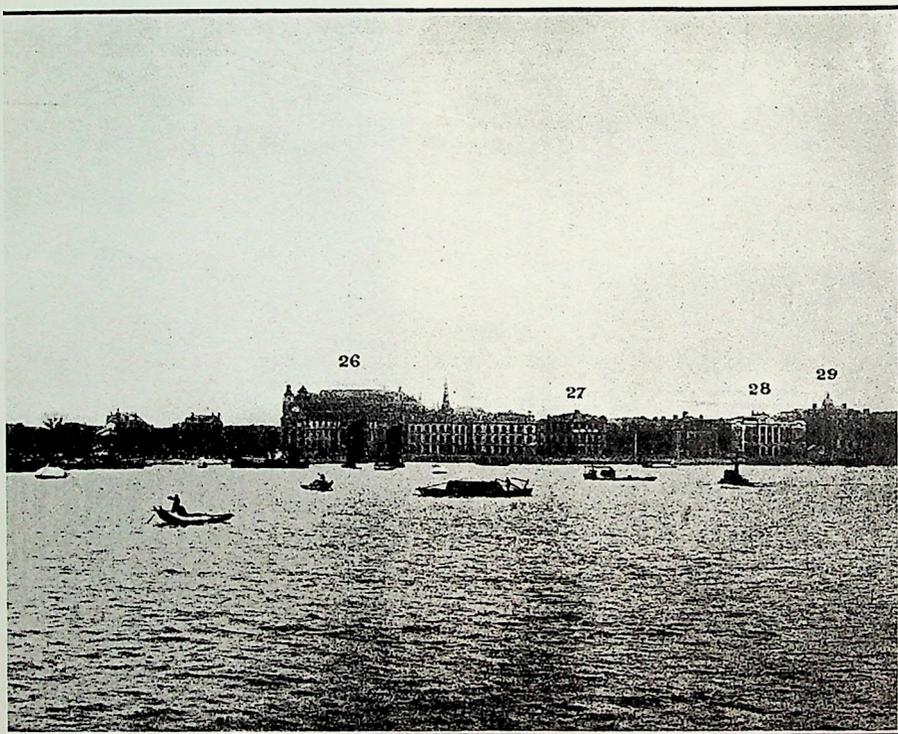
Naturally rentals soared up the non-fighting areas disappeared completely in the cupied areas, i.e., Eastern Northern districts. Repercussion, quite apart from the damage caused, was slow coming even after peace declared and troops withdrawn. There was a feeling of apprehension which lasted well into the summer. That feeling has not entirely even now, but confidence is returning rapidly. Schemes that were placed in abeyance on the outbreak of the fighting are now being proceeded with, and the whole atmosphere in these areas is returning to normal conditions. Road improvements including extensions widens are being carried rapidly, whilst the newly constructed houses in these areas gradually filling up.

Owners Display Confidence The effects of all these things in the first half of the year naturally caused an abnormal market, and the eastern northern districts were the sufferers. Landlords and investors lost many months of rent, were depressed their returns and consequently affected the value of

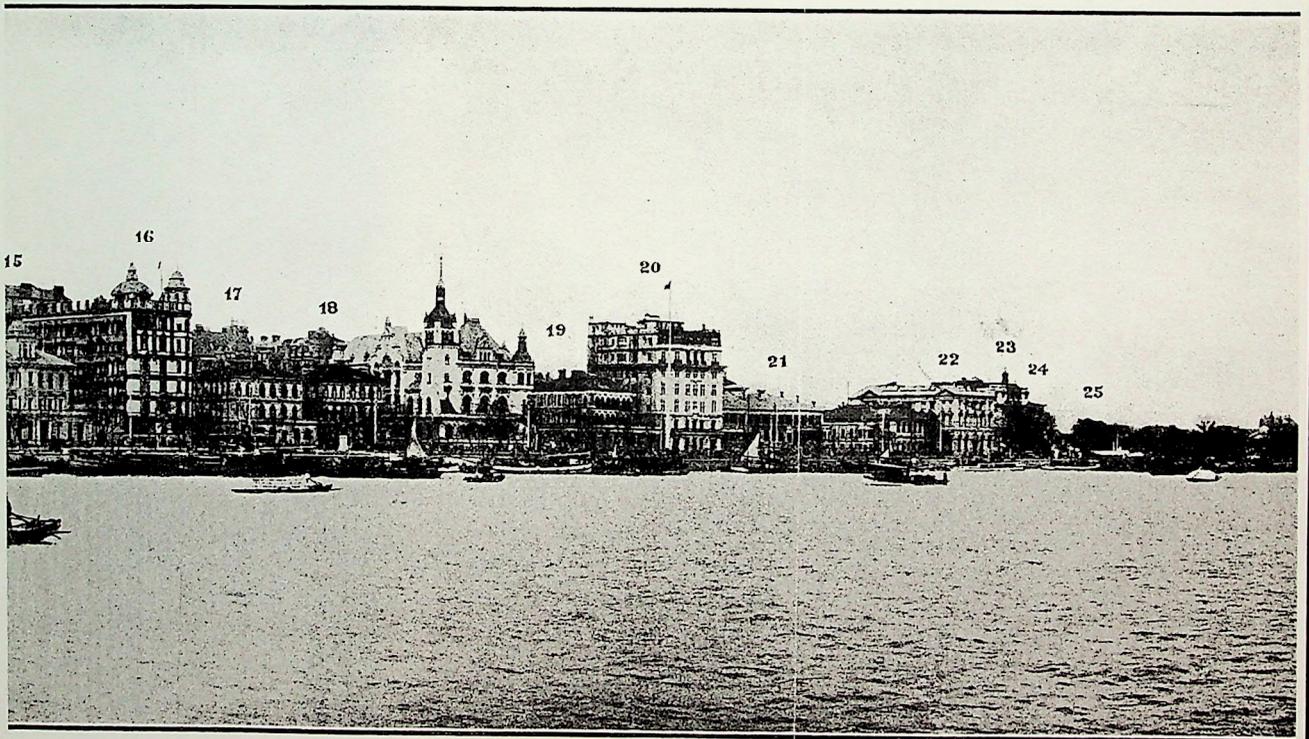


THE ANXIOUS ARCHITECT

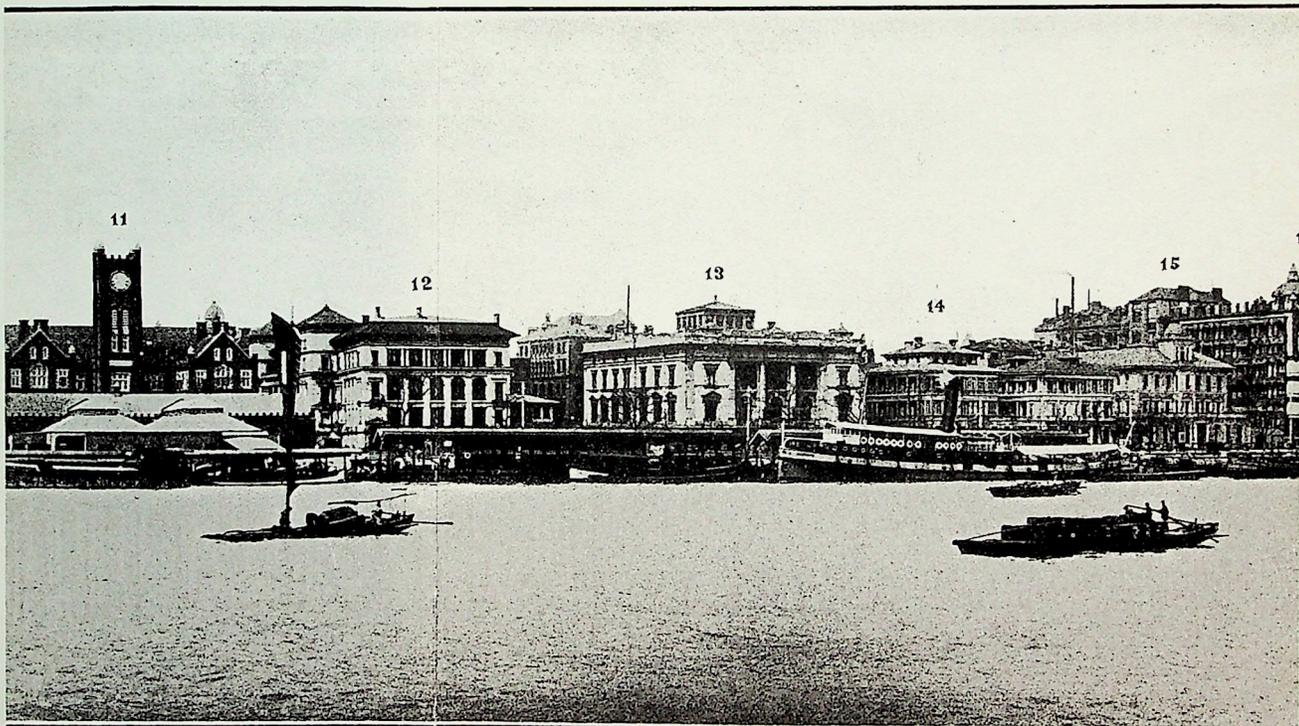
Mr. J. T. W. Brooke in frantic search for the key of the new Union Jack Club.



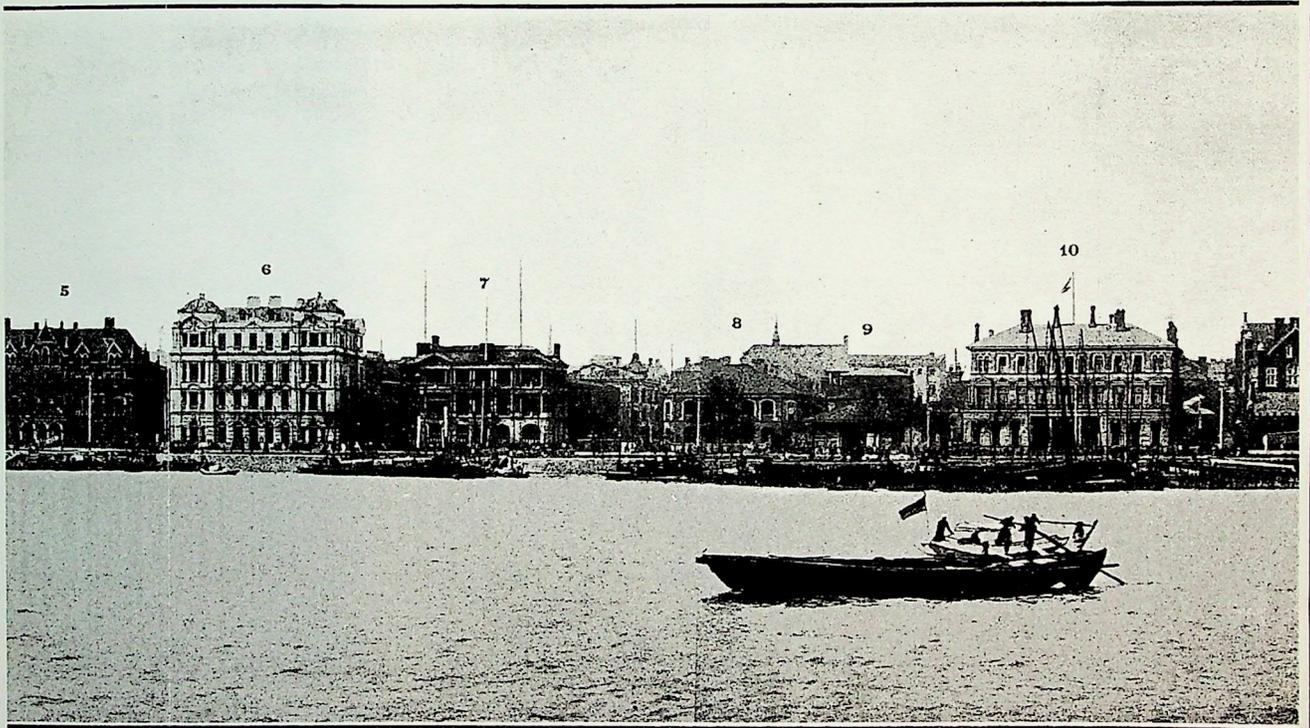
- | | | |
|-------------------|--|---|
| CONCRETE | 26. Astor House Hotel.
18,700 sq. ft. of flat roof covered with
PABCO CONCRETE ROOFING | 28. Japanese Consulate.
6,100 sq. ft. of flat roof covered with
PABCO CONCRETE ROOFING. |
| ourt)
red with | 27. Late German Consulate.
Flat roof covered with PABCO CONCRETE
ROOFING. | 29. N. Y. K. Offices.
Roofs painted with PABCO PAINT. |



- | | | | | |
|---------------|--|--|---|--------------|
| | 20. Yangtse Insurance Association.
7,100 sq. ft. of flat roof covered with
PABCO CONCRETE ROOFING. | 22. Banque de l'Indo Chine.
7,500 sq. ft. of flat roof covered with
PABCO CONCRETE ROOFING, parapet
walls treated with DAMPPROOF COM-
POUND. | 24. Yokohama Specie Bank, Ltd.
Flat roof covered with PABCO CONCRETE
ROOFING. | 26. A
18 |
| iccs.
RETE | 21. Jardine Matheson & Co., Ltd.
Flat roof covered with PABCO CONCRETE
ROOFING. | 23. Masonic Hall and Club.
3,800 sq. ft. of flat roof covered with
PABCO CONCRETE ROOFING. | 25. British Consulate (Supreme Court)
4,000 sq. ft. of flat roof covered with
PABCO CONCRETE ROOFING. | 27. L.
F. |



- | | | | |
|---|--|---|------------------------|
| 14. Bank of Taiwan, Ltd.
Flat roof covered with PABCO CONCRETE ROOFING. | 16. Palace Hotel.
6,300 sq. ft. of roof garden covered with PABCO CONCRETE ROOFING—the first Roof Garden in Shanghai. | 18. Netherlands Trading Society.
Flat roof covered with PABCO CONCRETE ROOFING. | 20. Yan
7,100
P/ |
| 15. Chartered Bank of India, Australia & China.
Flat roof covered with PABCO CONCRETE ROOFING. | 17. Banque Belge Pour l'Etranger, Credit Foncier d'Extreme Orient.
Flat roof covered with PABCO CONCRETE ROOFING. | 19. P. & O. Steam Navigation Co. Offices.
Flat roof covered with PABCO CONCRETE ROOFING. | 21. Jard
Flat
RC |



- | | | | | |
|---|--|--|--|----------------------|
| <p>enforced</p> <p>d China</p> <p>enforced</p> <p>rs with</p> | <p>7. China Merchants Steam Navigation Co.
Roof painted with PABCO PAINT.</p> <p>8. No. 10 The Bund.
Roofs painted with PABCO PAINT.</p> <p>9. Kelly & Walsh, Ltd.
Roofs painted with PABCO PAINT.</p> | <p>10. Hongkong & Shanghai Banking Corporation.
13,500 sq. ft. of flat roof covered with PABCO CONCRETE ROOFING.</p> <p>11. Chinese Maritime Customs.
Exposed walls waterproofed with DAMPPROOF COMPOUND, applied under plaster.</p> | <p>12. Late German Bank.
PABCO CONCRETE ROOFING on flat portion of roof.</p> <p>13. Russo-Asiatic Bank.
Flat roof covered with PABCO CONCRETE ROOFING.</p> | <p>1.</p> <p>11.</p> |
|---|--|--|--|----------------------|



1. Semaphore Station.
PABCO CONCRETE ROOFING on lower platform.
2. McBain Building.
20,000 sq. ft. of flat roof covered with PABCO CONCRETE ROOFING.

3. Shanghai Club.
PABCO CONCRETE ROOFING on flat roofs and MALTHOID on all balconies and gutters.
4. Union Building.
All cornices covered with reinforced MALTHOID.

5. Commercial Bank of China.
Verandahs covered with reinforced MALTHOID.
6. Eastern Extension Australasia and China Telegraph Co.
Domes waterproofed with reinforced MALTHOID under lead, and gutters with MALTHOID.

7. Chi
8. No
F
9. Kel
F

PANORAMIC VIEW
OF
THE BUND
SHANGHAI
1919

With the Compliments of
DUNCAN & Co.
5 Canton Road,
Shanghai.

Introduction

The letters reproduced in this volume were mostly written between December 1902 and August 1942. At the heart of them is a love story, in which the characters were Alexander Robertson Duncan and Helen Cecil Brooke, who were our maternal grandparents. Many others feature in the story, however, most of them members of two generations of the extended Brocke family.

Alexander Robertson Duncan - referred to throughout the letters simply as "Alick", the name by which his wife and family knew him - was born at 23 Albany Square, Manchester on 20th October 1867, the youngest of five children. His three sisters were all born in Glasgow; Isabella Ada on 24th March 1861 (died December 1944), Rose Christian on 15th May 1862 (died March 1940) and Nora Alexandra on 15th December 1863 (died August 1949). His brother Archibald Neville was born on 18th May 1866, also at 23 Albany Square; he died in 1922. Alick himself died on 13th August 1959, two months short of his 92nd birthday.

The Duncan family came (he told us) from Perth, and Alick regarded himself as Scottish throughout his life even though he was born, grew up and retired in England. His speech was that of received English, though it was occasionally possible to pick up a Scottish vowel or a rolled "r", which he probably put in for effect. As his letters show, Scottish phrases came readily to him and he would sometimes switch to Lowland Scots in speech or writing, usually to entertain us, his grandchildren. His letters are long, beautifully written, often humorous and almost entirely free of spelling or grammatical errors; in other words, he was an educated and cultured man. As a grandfather he was amusing, kind and generous without being indulgent, and we loved him. Those who worked for him also thought highly of him; one example survives in the letter from a former Chinese employee, Woo Paw Ching, written in 1927, regretting the treatment he had received from Alick's successors in Shanghai.

Alick began his career, probably in Manchester, as a silk spinner (he is described in the 1901 census), but the family later seems to have moved out of Manchester to Lymm in Cheshire. Apparently unable to prosper in England, he determined to make his fortune abroad, and in 1902 found a job with the Far Eastern firm Jardine Matheson, as manager of the Ewo silk recovery mill in Shanghai. He embarked for Shanghai with his new bride early in 1903.

Helen Cecil Brooke, who is referred to throughout these letters as "Nellie", was born on 13 December 1877 at Bowdon, the eldest of four. She enjoyed a Victorian upbringing in what was then the gentrified countryside south-west of Manchester. To us, her grandchildren, she seemed to be something of a serial hypochondriac, with a leaning towards peddlers of faith medicine. From early on, she was inclined to take to her bed without warning from time to time, for no very obvious reason. (In post-Shanghai days, when she and Alick were due for the first time to play host at their large Surrey home for the summer holidays to several children of Shanghai friends and relatives, she abruptly departed for her favourite nursing home in Exmouth, and Alick, who always tolerated her idiosyncracies with good humour, had to find and employ a housekeeper at short notice). She held Victorian views on "class" which became increasingly unfashionable as the 20th century unfolded. One consequence of this was her inability to get on with domestic servants, which made life increasingly difficult for them both in their later years. Yet she was a wonderful grandmother, who somehow managed to survive two world wars and the premature deaths of both her children, and to act as a substitute mother to us for the difficult years between Prudence's death and our entry into adult life. For much of her life she was an enthusiastic collector of family correspondence, and it is to her that we are indebted for these letters. Nellie died in 1969, in her 92nd year. Sadly, she spent her last years in a nursing home, unable any longer even to

recognise any of her large family.

Nellie's father, John Brooke, was born in 1854, and practised as an architect in Manchester. Clearly he kept a good estate, and he appears to have held office in the RIBA towards the end of his life, so he must have been fairly successful. Though his children loved and respected him, they all found him difficult to understand or communicate with. He was notoriously tight over money, although he was certainly prosperous, and he at first declined to back Alick when the latter wanted to set up his own business in Shanghai in 1912. He died in 1913.

Nellie's mother was Cecil Wright, who appears to have died in 1902 shortly before Nellie married Alick.

Nellie had two brothers and a sister, all of whom appear frequently in these pages. Wynyard, the eldest, (born 1880) was educated at Haileybury and followed his father into the profession of architecture in the family firm. Finding it impossible to work with his father, who would not pay him enough to get married, (they were engaged for six years) he was happy to follow his new brother-in-law Alick to Shanghai when the latter found him an opportunity there. Wynyard married Kate Killick in 1906 and they had 5 children, all of whom were born and grew up in Shanghai; Pamela (August 1908), Tommy (1910), Nancy (October 1913), Peter (1916) and Christopher (June 1925).

Nellie's sister Marjorie (also known in these letters as "Smudgie") was born in November 1881. She married Arnold Woolf in June 1906, a match which also can not greatly have pleased her father, Arnold being both much older and without wealth. They had two children, Jack (1908) and Marjorie (1910).

Nellie's youngest brother Ralph (sometimes known in early letters as "Pete") was born on 2nd October 1884. He was educated at Harrow and the Royal Military College, Woolwich, being commissioned into the Royal Artillery in 1904. He served in Gibraltar from 1904 to 1908, then in India from 1908 to 1912. Returning home in spring 1912, he played cricket for Lancashire that summer. He married Mary on 22 July 1914. Their daughter Barbara was born early in 1916, followed by a son, David, in 1917. Ralph spent the early years of World War 1 training officers at Woolwich, but he moved to France in command of a battery of heavy artillery in 1917. David also served with the Royal Artillery, with whom he was in France and Belgium in 1940, where he was awarded the MC before being evacuated from Dunkirk. He was killed in Normandy soon after the landings in 1944.

We do not know how Alick and Nellie met in those tightly chaperoned Victorian days. They became engaged on 29th June 1897, but John Brooke was not at first in favour of the match, rating Alick as unlikely ever to earn more than £500 a year and so an unsuitable husband for his daughter. They eventually overcame his resistance married five years later on 15th November 1902. What persuaded John Brooke to change his mind is not known, but it may have had something to do with Alick's decision to seek his fortune in Shanghai.

Alick and Nellie remained in Shanghai for the next 18 years, with only one joint visit back home. Nellie returned to England alone early in 1908 with the children and lived with her family for nearly a year, during which she underwent an operation. Alick joined her at the end of the year, travelling on the newly-opened Trans-Siberian Railway across pre-revolutionary Russia, and they returned to Shanghai by sea early in 1909.

The early years were difficult, and the correspondence shows that they had to struggle to make ends meet and keep up appearances. In 1908 the silk business collapsed and the mill was closed. Alick embarked on a new career as an importer of building materials, first

working for the eponymous firm of a Mr McGregor. In 1912, his ambitions there blocked, he set up his own company, Duncan & Co. At last came the success and prosperity he had sought, and in 1920 he sold his firm and retired to Haslemere in England.

Nellie and Alick had two daughters, Angela (born 29th September 1903) and Prudence (24th October 1906). Angela died in Shanghai in October 1909, after a short illness, possibly diphtheria. Prudence, our mother, who was struck by the same illness at the same time, survived and went on to marry Jonathan (Jack) Hutchinson in April 1930. She died from cancer in November 1942, when she was just 36.

Most of Alick and Nellie's mutual correspondence arose from their occasional separations. Apart from their long separation in 1908 when Nellie returned to England, Nellie went away each hot season with the children, to holiday stations in China or Japan. Nellie also kept up a correspondence with her siblings and others for many years, which gives a good picture of what life was like in a world dominated by the British Empire in the first quarter of the 20th century. Particularly moving are the letters written from the battlefields of the First World War, and the account by her nephew of the evacuation from Dunkirk, which have been grouped together in a separate chapter.

Although the letters cover a turbulent period, there is scant reference to events in the wider world beyond the horizons of the authors. There is no mention, for example, of the Boer War, or the Boxer rebellion, or the Russo-Japan war of 1904-5, or the Russian revolution of 1917. Nor is there much on the consequences for the International Settlement in Shanghai of the First World War. Part of the explanation may lie in the way modern communications have shrunk our horizons. In those days, the Far East was just that. In 1903 it took six weeks to get there by ship, and so three months for a letter home to get a reply. The opening of the Trans-Siberian Railway halved these times, at least until 1914, but there was no long-distance telephone. Only the telegraph was able to send messages half way round the world before their content became history, and that was far too expensive for everyday use. Alick and Nellie retained their caution over the use of telegrams throughout their lives. Every word had to count, and special code words were used to keep the count down, but their use did little for clarity in conveying anything but the simplest message from one hemisphere to the other. The International Settlement had its own English language press, presumably wire-fed with limited foreign news, and so its inhabitants were kept aware of world events, but most of the places where they occurred must have seemed impossibly remote. Personal communication beyond the Settlement was governed by the mail cycles. A gun announced the arrival of foreign mails, and each nation had its own timetable and delivery system, all of them available to everyone. Mails could get lost, particularly after 1914, but the forwarding arrangements generally seem astonishingly enterprising and efficient to those of us who live in the internet age and rarely write letters.

Another surprising aspect of life then was how mobile they seemed to be. There were no cars (or even surfaced roads) in Shanghai in 1903; Alick and Nellie got around on foot, by rickshaw, by tram or by pony and cart, and for the trip to the hill resort of Kuling it was necessary to hire a "chair" - that is, a sedan chair - to get from the upriver port of disembarkation into the hills. Yet they never seem to have had any difficulty making bookings on steamers, or in travelling between each others' homes and social clubs. On the other hand, they saw very little of China outside the Treaty Ports and the hill stations. For one thing, mixing with the Chinese was "not done", and for another, hardly anyone spoke a Chinese dialect, so communication with the natives away from the Settlements would have been near-impossible.

Two other historical points are worth mentioning. The game of lawn tennis, to which they

devoted so much time and energy, was had been invented but 20 years before this correspondence begins. And while the frequent references to pounds, shillings and pence (written, for the younger generation who had no experience of them, in the form "£/s/d"), to dollars of various sorts and Shanghai taels as currency instruments may seem confusing, it was not until the arrival of the Treaty Ports in the middle of the 19th century that there existed in China any commonly accepted, let alone defined, weights or measures at all!

Alick and Nellie remained devoted to each other throughout their long lives (they were married for 57 years). They were born long before the Wright brothers took to the air, at a time when the Union Flag flew all round the world, the Royal Navy ruled the seas and Britain's power and self-confidence were still approaching their apogee. They lived together through two world wars, the premature deaths of both their children, the communist revolution in Russia and China, the collapse of British power and the comprehensive re-arrangement of the old social order. These fragments of their correspondence give a delightful glimpse of all these things through a window which has now closed for ever.

Janet Brooke
Jonathan Hutchinson

23 May 2005

BY STREETS

CHANGLE	677 (CB-Mess); 1127 (JM-Gordon); 1129 (JM-Bruce)
CHUNGCHENG	914 (JM-Feeney); 1194 (B&S-Mess); 1453/6 (AmConGen)
FAHWAH	236 (AmConGen); Lane 393/5 (AmConGen)
FUXING	46 & 59 (JM-Messes); 243 (BS-Rogers, Hall)
HENGSHAN	303 (ACG-Kushner); 525 (JM-Butler)
HINGKWO/Legendre	72 (BS-Mgr)
HUA SHAN	400, 566 (HK&S); 512; 534 (MillAtt); Lane 799/26 (AmConGen); 1185, 1215, 1245 (B&S)
JIANGUO	750 (Hookham)
KIANGSU	135/888 (BS-Woodward)
LINGSEN	1931 (NCBNY)
MOWMING	81 (HK&SHB)
NANJING	1330 (HK&SHB); Lane 1376 (ditto); Court 1398/4 (ditto)
PANYU	43 (BS-Campbell)
PEKING	83 (JM)
SZECHUAN ZHONG	220 (HK&SHB)
TONGHU	70, E, G, B, East and West Wings (AmConGen)
WUTING	31/61 (B&M-Aplin); Lane 61/23&33 (JM); 127 (JM)
WUKANG	100, 102, 104, 106, 108, 110, 112 (JM); Lane 280/10 (NavAtt)
WUYI	154 & 188 (AmConGen)
YUNGCHENG/Laguere	18 (AmConGen); 23/32 (BS-Macintosh)
YUYUAN	885 & 889 (MillAtts)
HUNGJAO	1172/23 (AmConGen); Lane 1440 (JM-all); 1442 (JM-Rigden); 1454 (JM-Simmons); 1650 (JM-Barton&Lennox); 2300 (JM-Keswick); 2374 (JM-Pollock)

947 5 10 10 10 10 10 10 :

拟选用的历史地图：

烟台： 1933年旧图 - 3张 (见红夹子) 明信片

大连： 2张 明信片 (···)

汉口： 1张 明信片 (···)

哈尔滨： 2张 (···)

天津： 3张 (···)

青岛 4张 (···)

湖南： 湖南地图 - 1张；
旧图 - 1张

PROPERTY

Lashings of Lutyens for country house buyers

BUYERS of Lutyens properties are spoiled for choice. Never before have so many works by England's greatest architect of country houses (Sir Edwin Lutyens, 1869-1944) been on the market.

In recent decades, one or two Lutyens properties came on to the market annually. But now at least 16 are on sale, and five more can be rented. These include his first country house, Crooksbury, near Tilford, Surrey — or at least the major portion of it.

The Tudor-style house, built in 1890, was later extended and then, in 1970, divided into six units, while the entrance lodge and gardener's cottage were sold off separately.

Since then, a buyer of part of Crooksbury has pieced together four of the other parts and 15 acres of mature gardens, which were landscaped originally by Gertrude Jekyll. All this is now for sale at £1.5m through Aylesford (tel. 07351-2383). There is a prospect that the remaining part of the main house might become available one

or two parts of another early Lutyens house in Surrey, also with all gardens, have come on to the

market. Chinthurst Hill, near Woneresh, was built in 1893-95 and split into three in 1954.

Although the main part of the house is not for sale, a five-bedroom portion called Close House is being offered with seven acres at £345,000 through Browns of Guildford (0483-31166), while the four-bedroom Gate House, with 4.5 acres, is priced at £250,000 by

Hamptons of Guildford (0483-572-864). For a complete Lutyens house in Surrey, you have to look to Fulbrook House, near Elstead. Built in 1896-99, it has been restored fully in recent years by John Morris of Therm-a-Stor, who is looking for offers over £2.5m for the property through Hamptons at Guildford.

Unfortunately, there is no evidence that Jekyll designed the 21 acres of beautiful gardens, although she might have advised Lutyens on the planting.

Never before have so many been on the market, reports Michael Hanson

On the outskirts of East Grinstead, West Sussex, however, is Barton St Mary, an eight-bedroom

house that Lutyens built in 1906 for stockbroker Sir George Munro Miller. It has 20 acres of gardens for which Jekyll's plans survive (in California). Offers over £1m are being sought by Hamptons at Sevenoaks (0732-460-222).

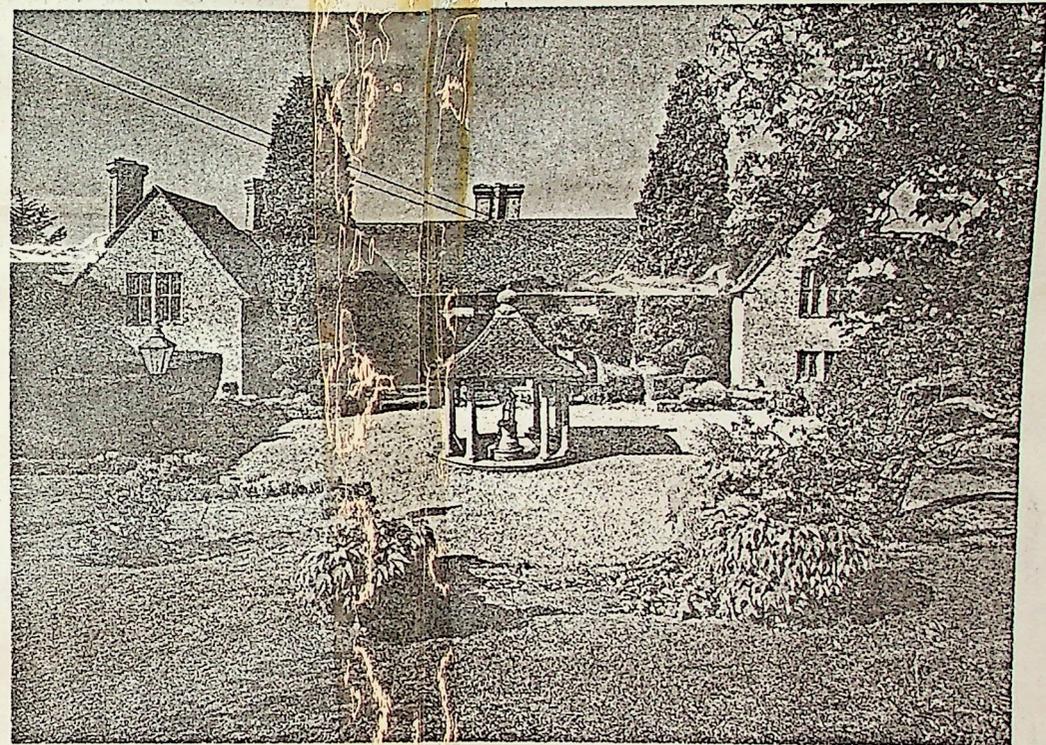
Marsh Court, a Grade I-listed 20-bedroom Lutyens house near Stockbridge, Hampshire, with 47 acres of Jekyll gardens, has been on the market for three years. It was built in 1901-04 for a flamboyant stockbroker, Herbert Johnson, who sold it in 1945.

Between January 1948 and 1989, it was run as a mixed preparatory school. The asking price has been cut recently from £2.75m to £1.5m by the joint agents, Savills (0202-887-311) and Knight Frank & Rutley (071-629-8171).

Nashdom, near Burnham, Buckinghamshire, is a 24-bedroom mansion built in 1906-09. It was converted into a Benedictine monastery in 1926 but has been empty since the monks sold it in 1987.

For sale with 17.5 acres of Jekyll gardens, offers of £1.5m are being sought by Hamptons Giddy & Giddy (0628-663-596) and Weatherall Green & Smith (071-405-6944). The agents are acting jointly for Arthur Andersen, the receiver of Land Leisure which had planned to turn the property into a health hydro.

Planning permission has been given for the Manor House at Ashby St Ledgers, Northamptonshire, to become a hotel with a new 120-bedroom extension. Once the home of Robert Catesby, one of Guy Fawkes' gunpowder plotters, it was bought in 1903 by Lord Wimborne. Lutyens then altered and extended the 13-bedroom house over the next 35 years. It has been owned since 1989 by a Kidderminster property company, Maltsword (0562-66884), which is seeking £2.5m for it.



Barton St Mary, near East Grinstead in Sussex, built by Lutyens in 1906, is for sale at around £1m

Frank & Rutley (0532-461-533) and J.H. Jackson & Co. (0423-323-171).

The cheapest genuine Lutyens house on the market (there are always some claimed wrongly to be by the master) is the four-bedroom South Sussex Lodge, one of a pair designed by him in 1890 at the entrance to the Park Hatch estate near Hascombe, Surrey. Both lodges were paid for with prize

money won by Joseph Godman for his Sussex cattle — a staggering thought when one lodge is now for sale at £178,500 by Hamptons Messenger Way of Godalming (0483-417-222).

There is no room to mention all the other Lutyens houses on the market but it should not be thought they are unsaleable. A buyer has paid almost £1m for the

Salutation, a beautiful house at Sandwich, Kent, designed in 1912 with 3.5 acres of Jekyll gardens.

Nigel Colebrook, of agent Colebrook Sturrock & Co., says: "Only a handful of properties in this price bracket have been sold in the south-east in the past 12 months, and we received more than 100 enquiries and nine offers for this exceptional property."

December 3, 1996

AMERICAN ARTS AND CRAFTS (II)

Louis Comfort Tiffany (1848)

A rare example of Art Nouveau in USA, Laurelton Hall, Cold Springs Harbor, Long Island, 1902-05

THE PRAIRIE SCHOOL

Louis Sullivan (1856-1924)

Henry Babson residence, Riverside, Illinois, 1908-09
National Farmers' Bank, Owatonna, Minnesota, 1906-8

Frank Lloyd Wright (1867-1959)

homes's design in The Ladies' Home Journal, "A Home in a Prairie Town," 1901

Bradley House, Kankakee, Illinois, 1900

Ward W. Willits house, Highland Park, Illinois, 1902-03

Unity Temple, Oak Park, Illinois, 1905-06

Walter Burley Griffin (1876-1937)

- William H. Emery House, Elmhurst, Illinois, 1901-02

Joshua G. Melson house, Mason City, Iowa, 1912-14, with Marion Mahony Griffin (1871-1962), renderer

Georg Grant Elmslie (1871-1952), William Grey Purcell (1880-1965)

office of Elmslie and Purcell, Chicago, 1913-22

Harold C. Bradley Bungalow, Charles Crane estate, woods Hole, Massachusetts, 1911-12

Merchants Bank of Winona, Minnesota, 1911-12, Purcell, Georg Feick, Jr. (1881-1945), Elmslie

office of Purcell, Feick and Elmslie (1910-13)

CALIFORNIA DESIGN, MISSION REVIVAL

Arthur Burnett Benton (1857-1927)

Mission Inn, Riverside, California, 1902-09 for Frank A. Miller (1857-1935)

see also the Alcazar Hotel, St Augustine, Florida, John Mervin Carrere and Thomas Hastings, 1888

Irving Gill (1870-1936)

Melville Klauber House, San Diego, California, 1907

Dodge House, Los Angeles, 1914-16

Lewis Court, Sierra Madre, 1910

Bernard Maybeck (1862-1957)

First Church of Christ Scientist, Berkeley, 1910

A.C. Lawson House, Berkeley, 1907

Henry Mather Greene (1870-1954), Charles Summer Greene (1868-1957)

Gamble House, Pasadena, 1908

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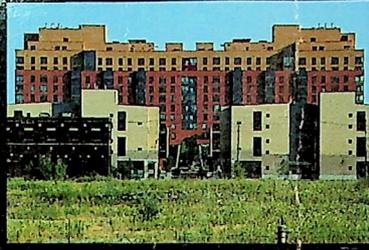
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PERIODICALS

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Knight Errant
House and Garden
Country Life in America
Arts and Decoration
House Beautiful
Ladies' Home Journal



Lakeshore Gardens Apartments



Lakeshore Village Urban Design



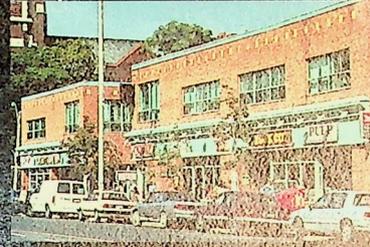
Robert Cooke Apartments



Lakeshore Village Urban Design



Robert Cooke Studios / Townhouses



Carrot Common Retail / Offices



Stanley Terrace Townhouses



Harbour Channel Apartments



Meegwetch Place Apartments



Pinefield / Mariafernanda Apartments



Ascot Downs Community Centre



Ascot Downs Apartments



Masey Centre Residential



Masey Centre Day Care



The Woodfield Apartments

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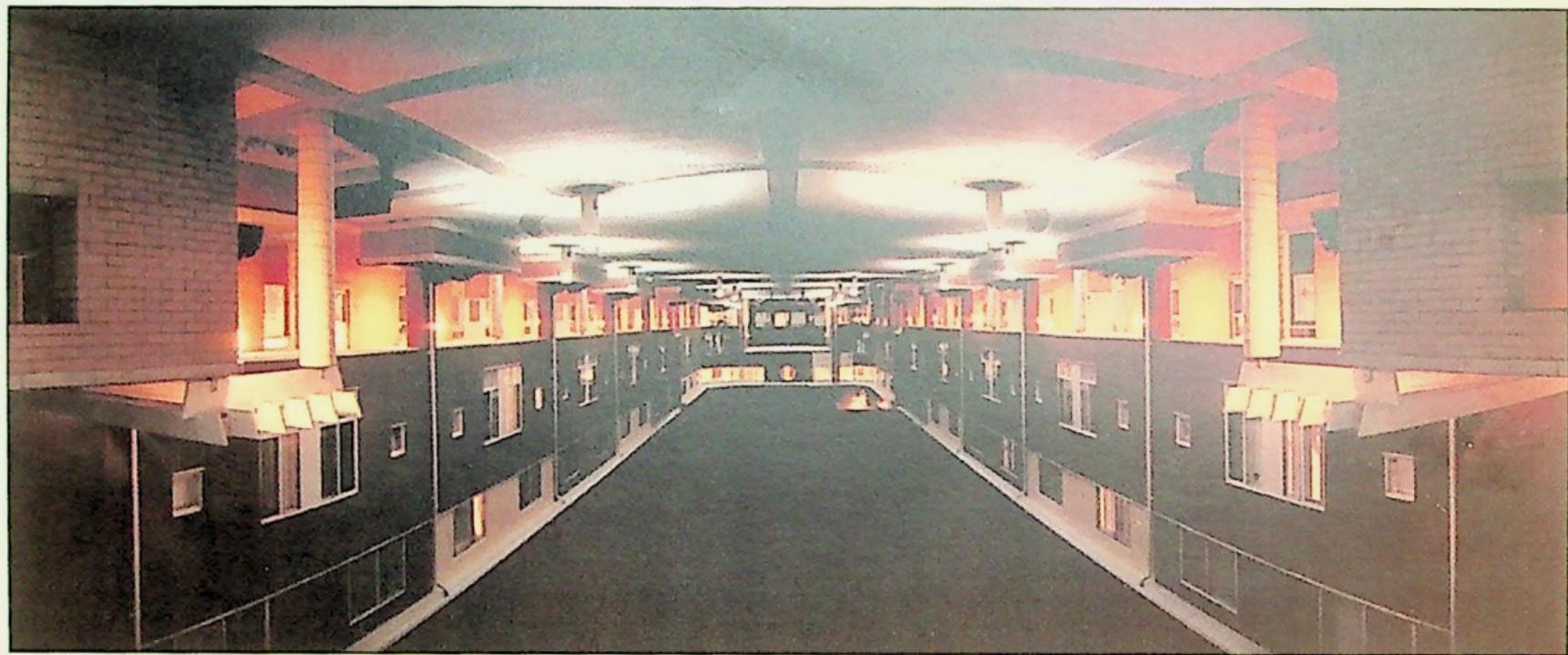
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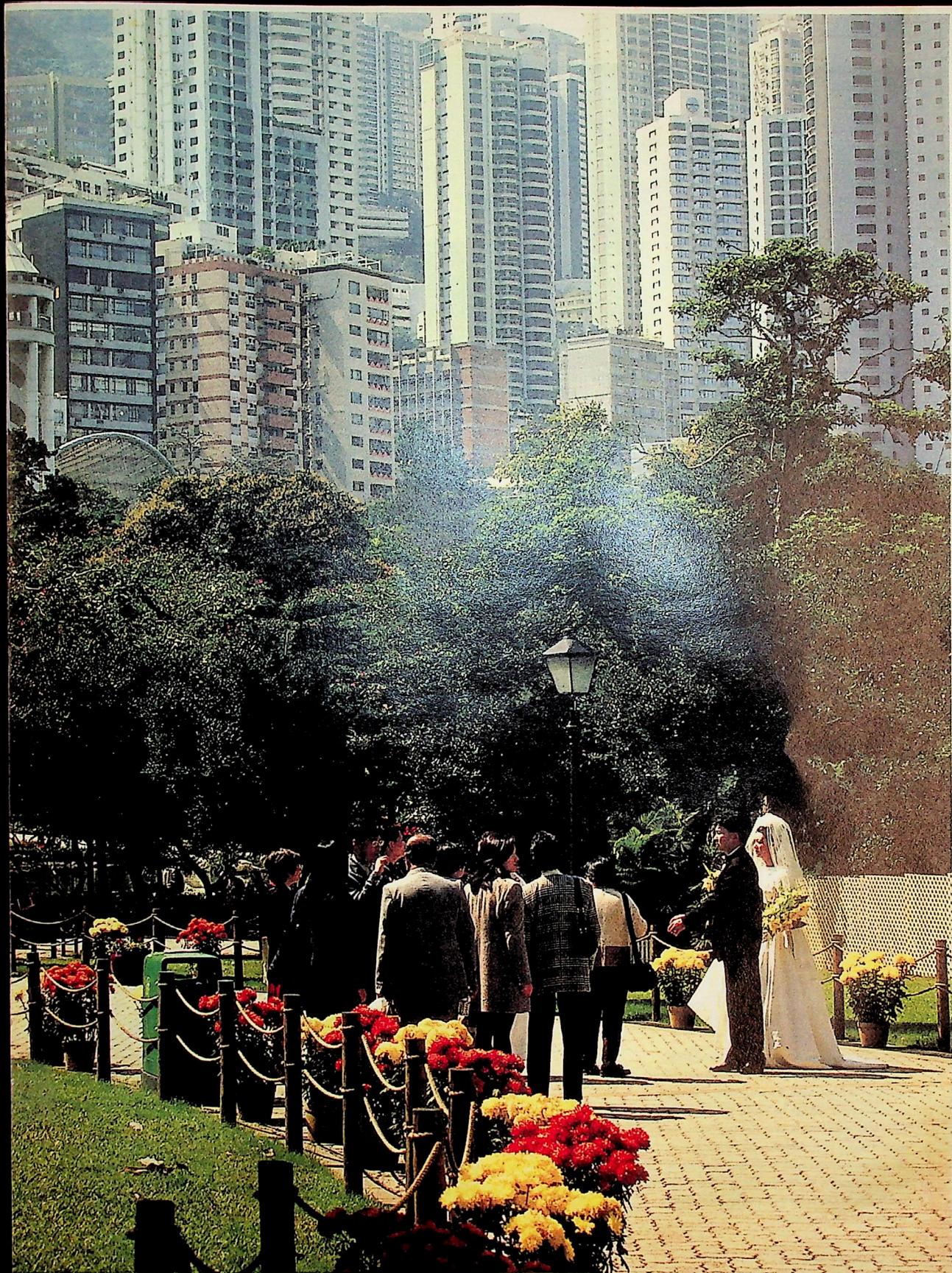
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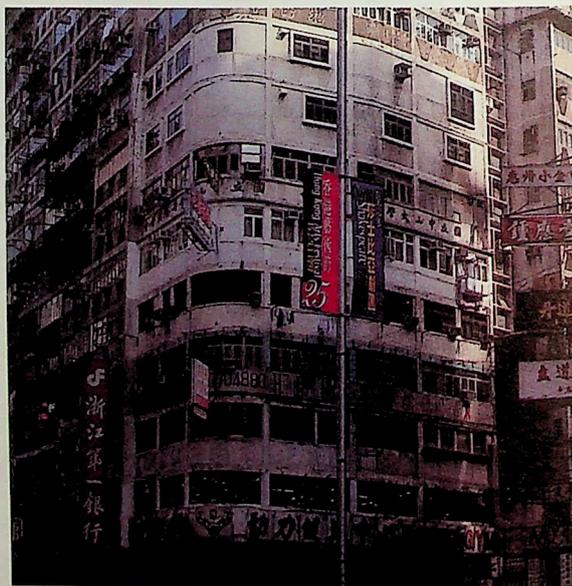
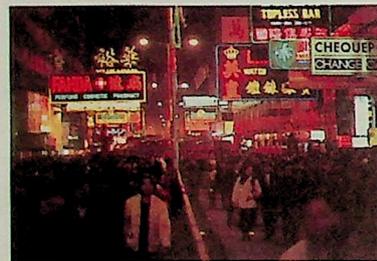
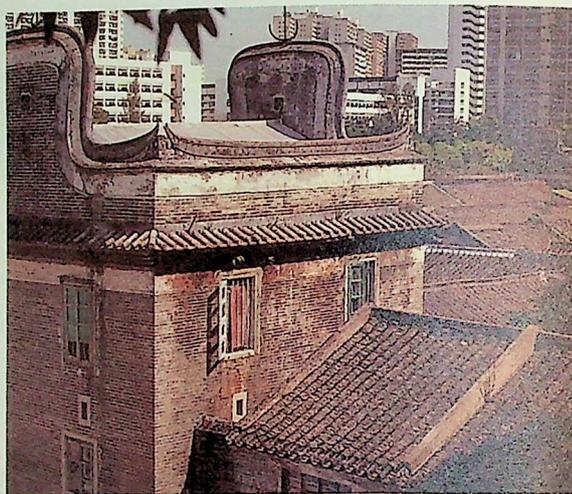
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ARCHITECTURE URBAN DESIGN RESEARCH RENOVATIONS REHAB INTERIORS







Previous page: wedding in Hong Kong Park, Central. This page, top left: covered escalator to residential Midlevels, Sheung Wan. Top right: Walled Hakka Village of Tsang Tai Uk. Centre row, left: New Year's Eve, Nathan Road, Kowloon. Centre row, middle: multi-level street crossing, Causeway Bay. Centre row, right: Filipinos gathering under the Hong Kong & Shanghai Bank. Right: mixed-use apartment block, Nathan Road, Kowloon.

ful metaphor for understanding all of Hong Kong—a city of family virtue and over-indulgence that thrives in spatial restrictions which might seem incestuous elsewhere. Yet in a city known for its unbridled capitalism, over 50 per cent of the inhabitants live in government-assisted housing. And with Hong Kong's return to the "socialist" motherland, little wonder that its new guardians have been nervously wringing their hands over the extravagant sums it feels Hong Kong spends on social welfare and education! Yet taxes are low (the fact that the city turns water into valuable land helps keep them low), the transit system (with nearly 10 million riders a day) produces a healthy profit, and the city is clean, safe (though one must be continually on guard for speeding pedestrians shouting into cellular phones), proud and—yes—courteous!

On the several occasions that I have flown into Hong Kong's about-to-be-retired Kai Tak airport (the plane simply points at high-rise apartments next to the runway and is absorbed by them), I have felt that one does not visit this city as much as try it on—much like having a fitting for a made-to-measure suit at one of the many tailors still to be found in Kowloon. There is a lingering feeling that for every suit cut from a bolt, another will be made from the scraps that will be patiently gathered up by a family out back. While years in the planning business have made me leery of the apples and oranges that are too often served up as comparative statistics, I understand that the (pre-Harris) City of Toronto, with nearly 654,000 residents in 9,700 hectares, clocks in at a paltry 67 pph. With a population of 4 million in an astonishingly compact 7,259 hectares, Hong Kong's 550 pph is eight times more concentrated. And with a population of 6.5 million in an area one seventh the size of the Greater Toronto Area (GTA), the pph in Metropolitan Hong Kong combined with the New Territories is 10 times greater than the GTA's 6.5 pph. Could Hong Kong's industrious families squeeze seven more cities out of Toronto's gathered up land waste? And is there potential for nine more regions within the GTA's excessively large boundaries? (Don't forget, there would still be space left over for all those accessible shorelines, city parks, mountains, hiking trails, carp-spawning marshes and sparsely populated islands—not to mention plenty of room for expansion.) Could it be that all that density is something

only the Chinese will accept? I have read that low-rise Beijing tends to view high-rise Hong Kong as a city inhabited by "acrobatic monkeys." But Hong Kongers know what socialized creatures monkeys are ...

The after-image for anyone who has explored Hong Kong on foot is less of a collection of postcard views—topography aside, it is not a beautiful city—and more of a series of everyday experiences arising from the sheer volume of residents. There is, for example, the 800-metre-long escalator rising 135 metres from the elevated walkway system over Central's bustling Connaught Road to the mid-levels in Sheung Wan, where well-heeled Hong Kongers live in highrises averaging 6.5 times coverage. Rush hour here—down in the morning, up in the afternoon—is about as complicated as travelling between floors of a (50-storey) department store, and it is possible to stop off at any floor—I mean side street—to do some last minute grocery shopping on the way home. There is the covered plaza at the base of Norman Foster's Hong Kong and Shanghai Bank, where an open 12 metre-high pedestrian concourse running completely beneath the building is appropriated every Sunday by tens of thousands of Filipino domestics for picnic lunches, chatter and music. There is New Year's Eve, when Kowloon's normally roaring Nathan Road is closed to all traffic to allow the nearly one million people gathered at the waterfront watch the spectacular annual fireworks, and then walk home to their beds scattered throughout Tsim Sha Tsui and Mongkok where mixed-use buildings average eight times coverage. And there are the night street markets, where everything—from designer underwear to four-course sit-down meals—magically appears from nowhere to become available at bargain prices.

At the end of life's day, Hong Kongers are buried in density. The Tsuen Wan Columbarium, for example, is a highrise block for the deceased containing over 1,900 family niches on the lower three levels, and over 26,000

smaller niches on the upper seven, with a combined capacity for 60,000 sets of ashes. In the lobby, a soaring atrium, 20-metre-high stone murals depict images signifying "A World of Perfect Happiness." Yes, yes, but why should Canadians care? After all, an October 1996 study by the Geneva-based Corporate Resources Group gave Vancouver (relax, Toronto, you were tied) top rating out of 161 cities studied for their overall quality of life. Hong Kong didn't even make the chart. And as recently as June this year the United Nations again found that Canadians enjoy the highest level of human development on earth. Unfortunately, another publication—this time by the Government of Canada—points out that if the rest of the world were able to live like Canadians in British Columbia's Lower Mainland region (and by extrapolation, the rest of Canada), *two more earths* would be needed to supply the natural resources squandered to maintain our wasteful lifestyle. Fortunately for Canadians, much of the world is poor, powerless and/or living in cities with higher, more efficient, densities.

But just a minute, a November 1996 issue of *Fortune Magazine*, ranked Hong Kong fifth (after Toronto, London, Singapore, and Paris) in terms of world cities with the best "balanced lifestyle." Not bad for a town whose density alone is enough to give Vancouver's planners the willies. A world of perfect happiness ... could there be a better vision for busy, materialistic Hong Kong? Absorbed in a quest to perfect the art of living—not to mention dying—quite literally on top of each other, Hong Kongers are becoming masters at achieving harmony in their restricted urban household. For Canadian cities struggling with the issue of density, Hong Kong represents a city of the future. And the future works remarkably well. ©

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Approximate Comparative Densities

	Area in Hectares	Population	People Per Hectare
Greater Toronto Area	706,100	4,620,883	6.5
New Territories and Hong Kong	100,000	6,500,000	65.0
Metropolitan Toronto	63,000	2,385,421	37.9
City of Toronto	9,700	653,734	67.4
Metro Hong Kong and Kowloon	7,259	4,000,000	551.0
West End Vancouver	194	36,000	186.0

Travel Diary

Hong Kong: Culture of Density

By Paul Reuber

Toronto architect Paul Reuber has travelled to many parts of the world. As the first in a series, he shares reflections from his journal on one of the densest cities on earth.

For many months leading up to Hong Kong's return to China, the Canadian and international press were rife with speculation regarding the territory's future. Time alone will determine whether Hong Kong will become China's obedient vassal, or whether China is being served up on a silver platter to Hong Kong's business elite. One thing is certain, however. Hong Kong's dense physical form will become even more dense.

While most Canadians are familiar with the aesthetics of density, where concentrations of tall office buildings form glittery skylines, only new Canadians are the product of a *culture of density*, where huge numbers of people live and work in a tiny urban area. Vancouverites point with vicarious titillation and unfounded alarm to the 100 or so city blocks which make up their West End (a stylish area of vintage apartments with names like "Sea Sands" and "Ocean Breezes") as the densest place to live in Canada. This claim is sort of true. While there are places in Canadian cities with considerably higher densities, there appears to be no other urban area this large with this high an overall residential density. I am told that there are about 36,000 people living here in around 194 hectares—that's 186 people per hectare (pph)—and that the average gross floor area of buildings is three times their net lot area. Dense, eh? In fact, the West End is considered so dense by the local planning department, that it down-zones the place every few years just to keep it from becoming, well, er... like Hong Kong. (Not too much density, please, we're Canadian!)

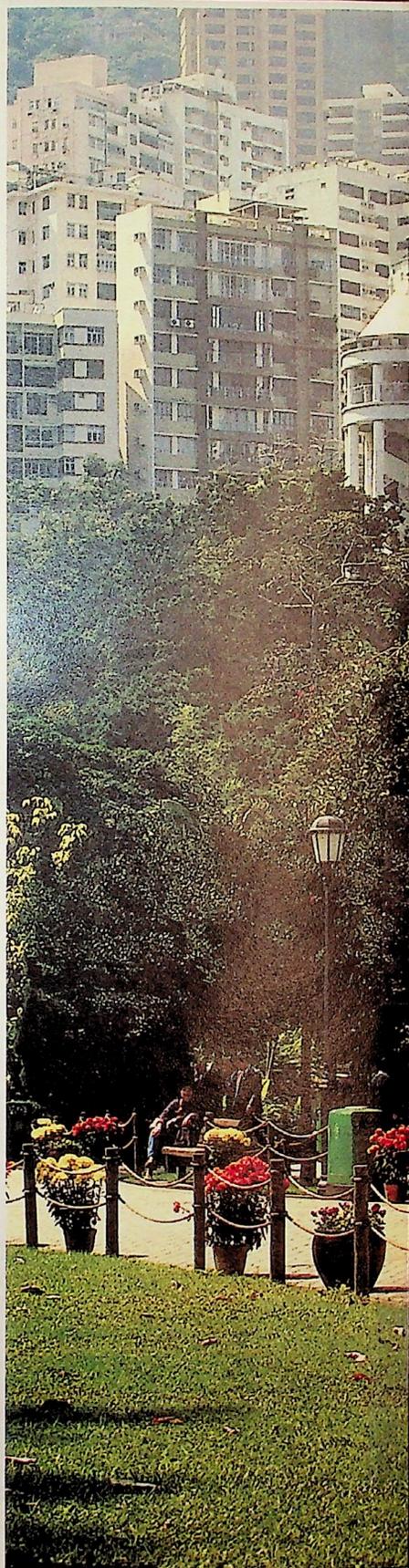
Not to worry. Densities in Hong Kong—allegedly the densest city on earth—start at three times coverage and this floor index ratio is reserved for its tawny suburban peak area, leaving the sky, quite literally, as the upper limit for the rest of the place. While Le Corbusier, who once described Manhattan as a "marvellous catastrophe," would no doubt find Hong Kong's repetitive rows of 30-odd storey apartment blocks distinctly unmarvellous (their cruciform layout, however, might prove uncomfortably familiar to the old towermaestro), the city is, on balance, no catastrophe! For over 50 years, the Chinese have fled the ravages of

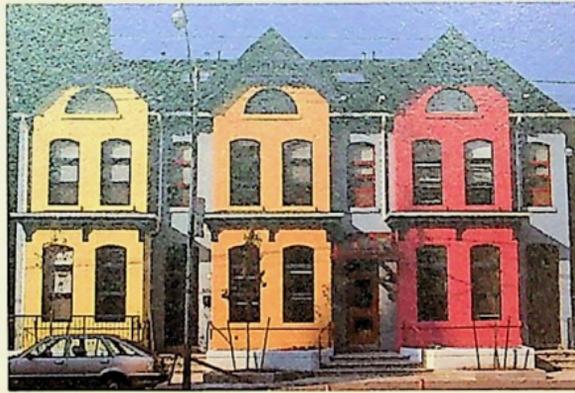
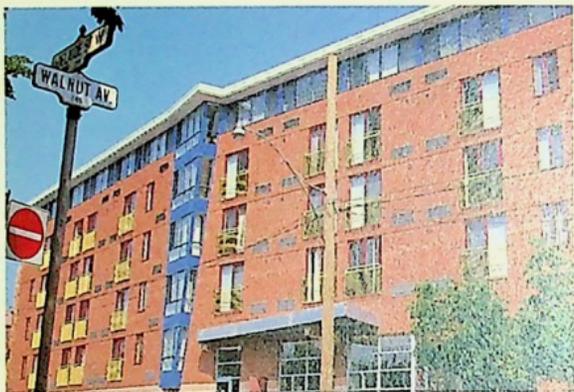
too much politics to create a unique metropolis fuelled by a sense of optimism, an enthusiasm for making money and a bottomless well of energy. While the residential environment in which most Hong Kongers live today is cramped (though becoming less so) and towering (becoming more so), an astonishing 70 per cent of Hong Kong and the adjacent New Territories, consists of accessible shoreline, city parks, mountains, hiking trails, carp-spawning marshes and sparsely populated islands. But Vancouver planners can take solace in the fact that there is density too rapacious for even density-prone Hong Kongers to accept.

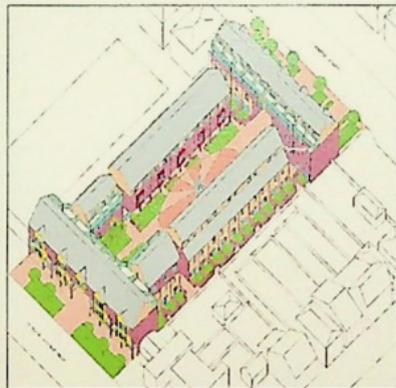
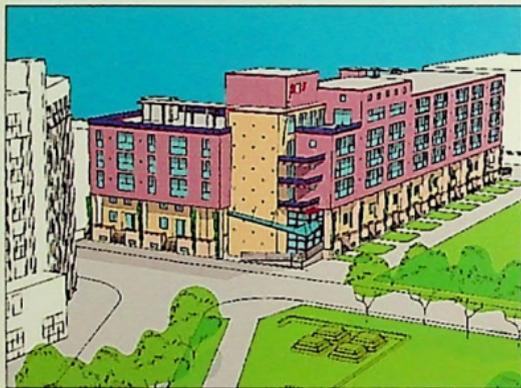
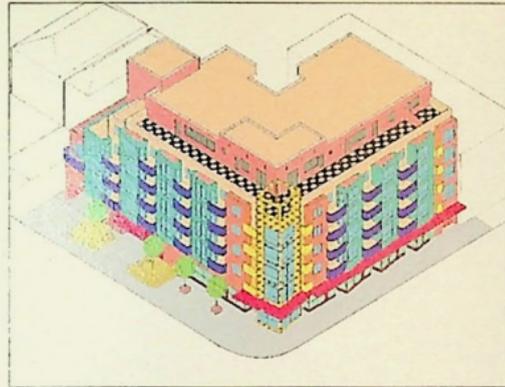
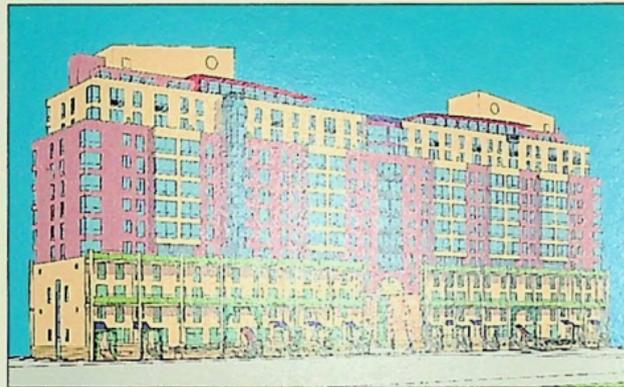
At the time Hong Kong was little more than a twinkle in the devious British eye (opium anyone?), residents of the peninsula lived in tightly packed walled villages, where efficient one-room row houses with sleeping lofts were dispersed on a regular grid of metre-and-a-half wide streets, generally with a temple in the middle. Immune until recently to British law and ignored by Beijing, these micro-villages were sometimes rebuilt at astonishing densities. The 2.5 hectare Walled City of Kowloon, for example, allegedly contained 8,300 residential units in 500 10-14 storey buildings, and housed 33,000 residents. That's a whopping 13,200 pph—70 times denser than Vancouver's West End. An urban embarrassment to both the British and Chinese, the Walled City also irritated the police as the city's shadier characters could disappear within its sunless alleys without a trace. In 1987, the Hong Kong Government and the People's Republic of China jointly agreed to demolish what had become an overt symbol of imploding greed and replace it with a park.

But several other walled villages remain scattered throughout the peninsula today. There is the Tang clan's village of Kat Hing Wai (a gaggle of pipe-smoking old women ambush tourists at the main gate, demanding payment for photographs of them wearing traditional hats resembling tasselled umbrellas), where several of its old houses have been replaced with tiny walk-up apartments. More agreeable is the turreted Hakka village of Tsang Tai Uk, which translates literally as, *mansion of the Tsang Family*. Surrounded by a new town, this jam-packed assemblage of parallel brick alleyways is, true to its name, and as travel writer Jan Morris has remarked, more like an extended household than a town.

The image of a *household* is, I think, a help-







Travel Diary

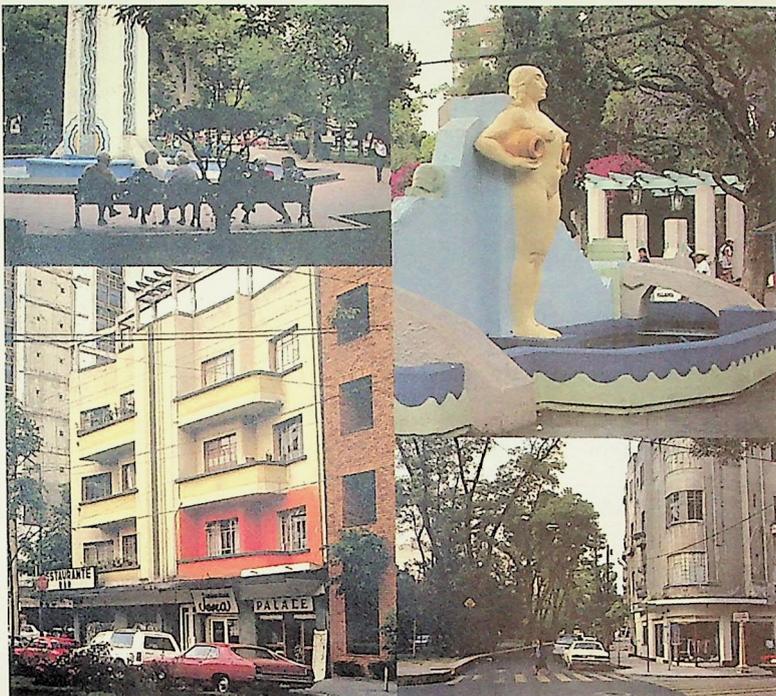
Mexico City: Hipodromo la Condesa

By Paul Reuber

Until I was nine, I lived in a small village with a racetrack—the town's only claim to fame. Our neighbour, who wasn't above placing the odd wager on a lucky steed, used to reassure my father, who viewed the track with equal parts of suspicion and disapproval, that at least we didn't live in a one horse town. Every summer on Derby Day, people from far and wide came to our little corner of the world to watch the spectacle. Horses and jockeys seemed to arrive out of nowhere. Our house was situated only a few blocks from the fair grounds where the track and its old wooden viewing stands were located. On the actual day of the races, I was allowed to stand under a big maple tree in our front yard with a sign that read: "Parking—25 cents." With entrepreneurial skill, which surprised my parents more that it amused them, I would solemnly direct cars into our large back yard, packing them in like sardines. For, I was allowed to keep the money. At 2:30 in the afternoon, I would rush down to the fairgrounds to watch the horses through a hole in the fence near the stands. Flushed with excitement, and with my pockets bulging with quarters, I thought it really doesn't get much better than this!

As an adult, I have speculated what fun it would be to live in an apartment with a terrace overlooking the annual running of the Queen's Plate. And each time I catch the Queen streetcar, which ambles across town past the Greenwood track to Toronto's boardwalk stretching along its eastern beaches, I routinely eye the vast tracts of parking surrounding the track as a place that could sustain a great deal of residential development. My visits to Hong Kong's downtown track in Happy Valley, where tens of thousands of highrises have panoramic views of the almost daily races that take place there, and where jockeys and their horses routinely make their way to the course via local streets, reconvinced me that such an exotic urban place is not only possible, it is desirable. How disappointing, then, to learn that Greenwood's track is on the brink of being interred in such a way that it will not only be gone, it will be forever forgotten.

The loss of Greenwood is, to my knowledge, Toronto's fourth such burial. First, there was the St. Leger Racecourse, stretching between Spadina and University Avenues just south of College Street—well beyond the city limits in the 1840s. The city's existing rectangular street grid was extended north, without



The author discovers vestiges of a racetrack in Mexico City, and reflects on the Canadian tendency to obliterate our own urban archaeology.

mercy, to facilitate the development of this unique piece of real estate, thereby annihilating all vestiges of its colourful past. And who would now know that the Dufferin Mall (a milestone of neither contemporary architecture nor town planning) was once the site of the Dufferin Track, or that sleepy East York's suburban Thorncliffe Park once witnessed nail-biting races not to mention a little recreational betting. Which brings us to Greenwood. Originally situated on a sort of no-man's land between the city and what was once strictly cottage country, Greenwood has been bulldozed into a tabula rasa to allow the local street grid of low-density development to overlay half this historic place, while the remainder is to become a vast tract of open parkland. Pity! For what will remind future generations of this once proud showplace for the city's finest horseflesh? *Bubkus!* Not even the faintest whiff of (world class) horse manure.

There are alternatives. When it comes to honouring the memory of stadiums and arenas of times past Italy, for example, has an impressive...well..."track" record. Many of us look fondly upon the creamy espressos and grilled

Clockwise from top left: Parque San Martin; fountain in the park; Avenida Amsterdam; apartments on Avenida Amsterdam.

formaggio e prosciutto sandwiches we have consumed in Rome's renowned Piazza Navona—its very name being derived from the Greek *agon*, meaning contest. This elongated piazza retains the form of what was originally Domitian's Stadium, where athletes once proudly displayed their physical prowess. Originally built in 86 AD, but reduced to a pile of rubble by the fifth century, it became surrounded over time by upscale palazzos and churches. Improved during the 17th century with the addition of Bernini's Fountain of the Four Rivers complete with obelisk, and the Fountains of the Moor and of Neptune at opposite ends, the Piazza Navona numbers among the more lyrical of public spaces in Italy today. And there are also Italy's long abandoned amphitheatres, where gladiators once slaughtered each other with bloodthirsty abandon. The ancient forms of several of these awesome structures evolved into urban public space, the most arresting being the marvel-

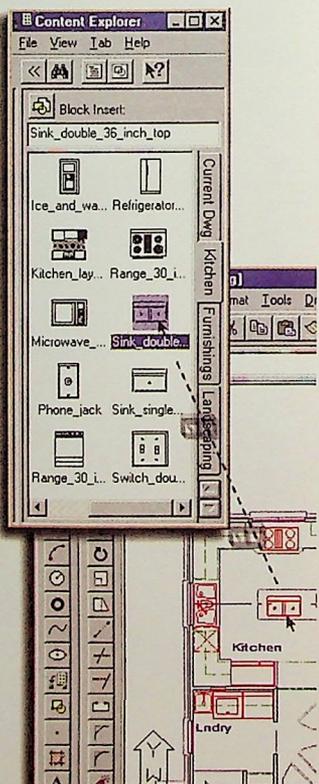
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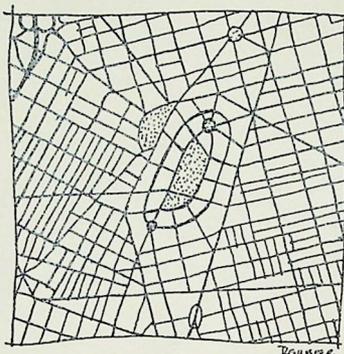
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lous elliptical Piazza dell' Anfiteatro, known also as the Piazza Mercato, in Lucca. Built on the ruins of the amphitheatre in the original Roman town, its still visible historic arches have been infilled over the centuries with houses and shops.

But these ancient structures are not only historic places, one might argue, they are also historic buildings constructed of timeless stone and often faced with marble. Race-tracks, on the other hand, are merely circles scribed in the mud, accompanied often with only the flimsiest of auxiliary structures worthy of no second thoughts. A point, maybe, but consider the Colonia Condesa in Mexico City, already one of the larger and more sophisticated cities in the world long before Bernini and Borromini argued over whose obelisk might be best suited for the job.

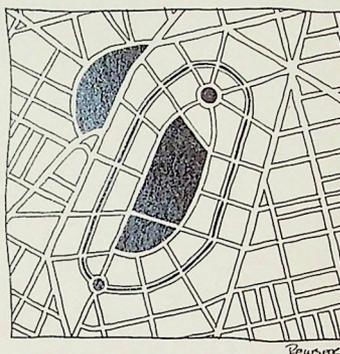


Wandering south of Mexico City's Zona Rosa one beautiful spring day, I came across the tree-lined Avenida Amsterdam quite by accident. Nice place, I thought, as I walked along the leafy boulevard running down the centre of the street, eager to discover where this curving avenue might lead. I was engrossed with the colourful array of art-deco apartment blocks lining the avenue when, after about half an hour, I arrived back at where I started. Odd, I thought—just like a racetrack. Later that evening in a Mariachi Bar near the Plaza Garibaldi, I was told over tequilas and tapas that I had inadvertently stumbled across the Hipodromo la Condesa—a racetrack that once existed on the former hacienda inherited by the Countess de Miravalle. I had not only taken a highly entertaining walk in central Mexico City, I had inadvertently engaged in a little urban archaeology as well!

The Colonia Condesa neighbourhood was laid out to facilitate residential development by an Emilio Donde in 1902. It was not until 1925, however, that architect Jose Luis Cuevas (not to be mistaken for a Mexican painter of the same name) took advantage of the abandoned Jockey Club by turning it into the boulevard Avenida Amsterdam. An inner ring road, the Avenida Mexico, was laid out inside this track to encircle the new Parque San Martin. Over 13 hectares in area, this

shady green contains sumptuous fountains, a spectacular outdoor theatre shaded by pergolas laden with mounds of magenta *bougainvillea*, a large reflecting pond, and plenty of serene places to sit. The Avenida Michoacan was extended through the development and where it bisects the park there is a large statue/fountain of a robust, nude woman who, I have been emphatically reassured, is not the Condesa. Two small circular plazas, the Popocatepetl to the north and the Citlalpetl to the south, complete a system of garden-city green spaces that help orient both locals and visitors as they make their way among the radiating streets of the neighbourhood.

Through trial and error over the years, Toronto has hopefully learned that its publicly owned, 19th-century street grid is, by itself, a form of public space that can foster a sense



Left, plan of Mexico City containing the Colonia Condesa. Right: larger scaled plan of the Hipodromo la Condesa.

of community and democracy. However, as Greenwood's proposed single family houses attest—with their facades decked out in the hysterical historical drag of what is fast becoming an unmanageable symptom of the new urbanism—Toronto has yet to grasp that the old horse of Victorian street grids need not be flogged to death on every occasion. Architect Jose Luis Cuevas seems to have instinctively known this when he resisted the temptation to obliterate the Condesa's legacy through the extension of the adjacent street grid. Despite its fading art-deco elegance, the eccentric Hipodromo la Condesa today is a gracious and most unusual area of Mexico City in which to live. Its residential buildings are an enduring expression of their times, and its site plan, a startling example of evolving public space, illustrates that expired race-tracks can have a genteel and urbane afterlife that future generations can revere and enjoy. Really, it doesn't get much better than this. ©

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Travel Diary: Uncle Ho's Cabins

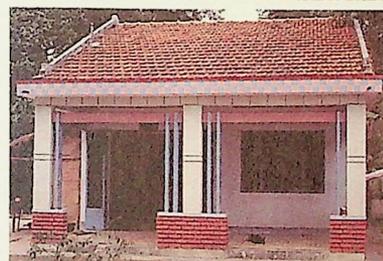
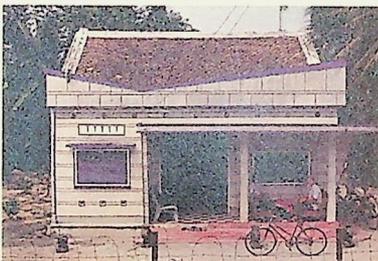
By Paul Reuber

Small block houses outside Ho Chi Minh City were a reward for the women who fought alongside the Viet Cong.

With the collapse of the Soviet Union in 1991 and the subsequent withdrawal of its monetary support, Vietnam has chosen pragmatically to mend fences with the Western world in a concerted—and at times schizophrenic—attempt to stave off its own economic collapse. As a result, Ho Chi Minh City (still called Saigon by the locals) is a town bubbling with prospects of tremendous social and economic change. Hanoi is even sending delegations to Saigon to learn about its former capitalist ways, and it seems Saigon has forgotten little. While over 20 years have elapsed since Saigon fell to the victorious (and rather surprised) North, the city still has the capacity to unleash powerful emotions within a visitor, whether they are travelling there for business or pleasure. And for North Americans, especially, these emotions are mainly about war. I am no exception.

During a recent stay in Ho Chi Minh City, having exhausted both the War Crimes Museum (changed from the Museum of American War Crimes, so as not to offend the sensibilities of newly arriving Americans, ironically Vietnam's current business people of choice) and Uncle Ho's Museum for Momentos (Ho Chi Minh is affectionately called "Uncle Ho" by his admirers), I decided one steamy morning to take an excursion to the nearby Cu Chi Tunnels to seek respite from the tens of thousands of motorbikes that make life in this teeming metropolis of crumbled French elegance sometimes hard to bear.

Passing through tiny villages and by tidy rice paddies, I could not help but notice scores of miniature block structures dotting the countryside. Some facades of these modest, but highly decorated, houses reminded me more of large *art moderne* radios than compact places to live. I was infatuated with their zigzag shapes, colourful stone and tile appliques, and elaborate front porches—often with intricate seating incorporated into railings and columns. My penchant for stopping to photograph these aesthetically luscious little places became a standing joke with my guide and driver (who, far from complaining, were effusively grateful for the many cigarette breaks my stops afforded). "How can an architect be interested in such little things?"



they kidded me with obvious pleasure and not a little curious pride.

Arriving at the tunnels a little late but in fine form, we decided to start our tour with several boisterous rounds of local snake wine (I cannot recommend starting anything in this manner). The tunnels—over 250 kilometres in length—became infamous during the 1960s as they allowed the Viet Cong to maintain control of a large rural area only 30 to 40 kilometres north of Saigon.

Several storeys deep, the tunnels housed living areas, storage facilities, weapons factories, hospitals, command centres and kitchens. Camouflaged trap doors scattered under groves of eucalyptus trees—big enough for the diminutive Viet Cong but often too small for their beefier American counterparts—provided access. Unable to ultimately infiltrate this intricate and potentially dangerous network (there were hidden trap doors through which unsuspecting Americans fell into pits outfitted with bamboo spears), the United States ultimately carpet bombed the entire area, turning Cu Chi's lush 420 square kilometres into a gravel pit. The tunnels remained.

Today, the tunnels are enjoyable fare for local schoolchildren and tourists. They invariably have their pictures taken in front of tanks, bomb craters and macabre mannequins in full guerrilla regalia which honour local peasant women who fed, housed and fought alongside the Viet Cong. It should be remembered that

Ho Chi Minh died in 1969 and never saw the North's victory over the South nor the renaming of Saigon.

But while Saigon's new masters went on to commit a few (post) war crimes of their own (officials and families were purged, businesses were closed, people's savings were wiped out and much private property was seized), my guide informed me that a more popular action by the newly reunified, but largely impeccable, government was to present the peasant women of Cu Chi with basic one-room cabins constructed of concrete block and corrugated tin. On our return to the city, it was my guide's turn to stop the car at these decorated houses which I'd photographed earlier to show me tiny plaques above the doors commemorating that they were posthumous presentations from Uncle Ho.

These modest but proud dwellings remain some of my strongest after-images of this tenacious place. Over the years, they have been improved with running water, electricity, additions and personalized facades. The little cabins initially solved a housing crisis cheaply and with dignity, allowing residents to own and upgrade them as their lives improved. Should this not be the goal of all government assisted housing? ©

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Northview Meadow Townhouses



Northview Meadow Apartments



Northview Meadow Semi-Detached



Paul Kane House



Apartment / Townhouse



Street Apartments



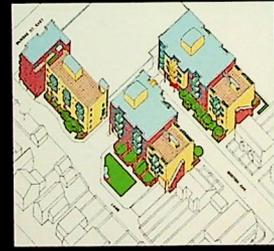
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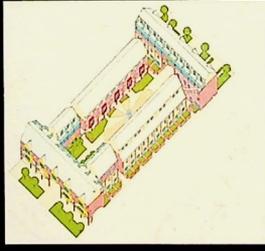
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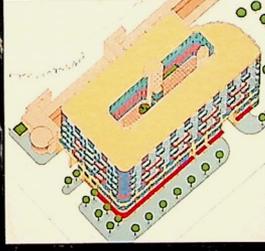
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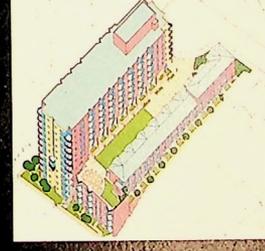
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Courtyard Housing



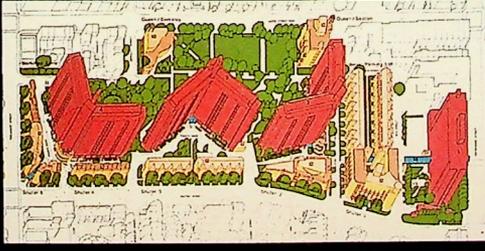
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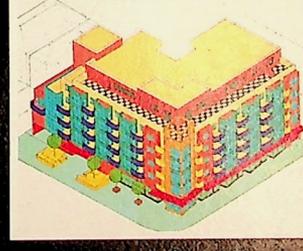
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