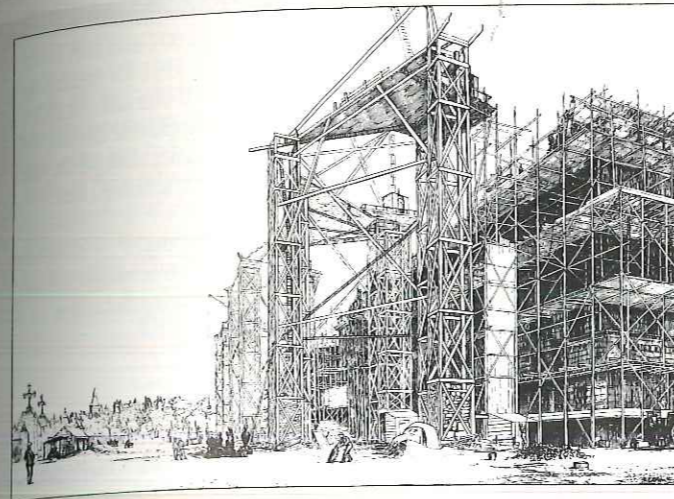




14 NOVEMBER 1913

1900-1918

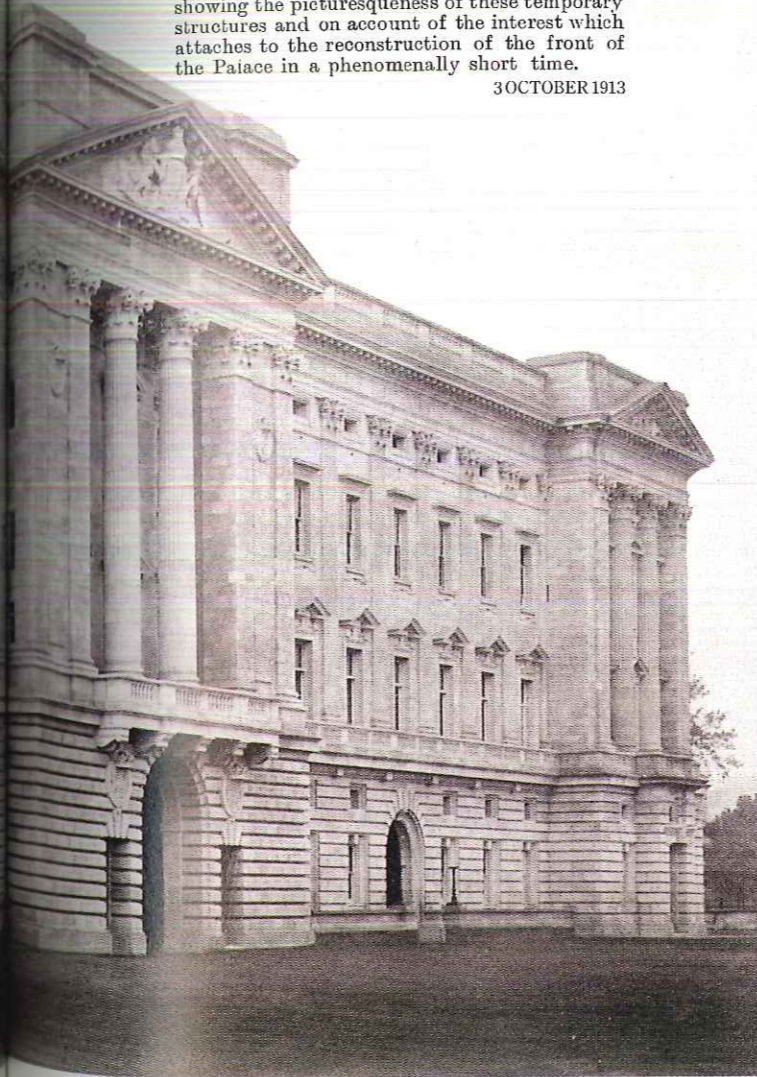
The general public discovered leisure time. They could go shopping in the growing number of department stores (Selfridges, 1909), park in the first multistorey car park (Piccadilly Circus, 1901), take a break at the first family holiday camp (Caister-on-Sea in Norfolk, 1906), watch the stars of the silver screen at the first purpose-built cinema (Balham Empire, 1907), or go for a night out at the London Palladium (1910). The British construction



Scaffolding at Buckingham Palace.

We illustrate a drawing by Mr. D. C. Bluett showing the scaffolding at present erected in front of Buckingham Palace, as we think it will be of interest to our readers both as showing the picturesqueness of these temporary structures and on account of the interest which attaches to the reconstruction of the front of the Palace in a phenomenally short time.

3 OCTOBER 1913



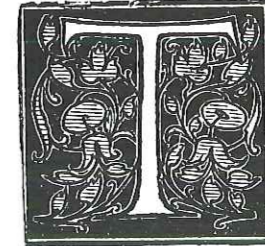
NEW FRONT, BUCKINGHAM PALACE.
SIR ASTON WEBB, C.B., R.A., ARCHITECT.

industry too had plenty of choices – but it decided not to be adventurous. It preferred to wait for other countries to experiment with the latest technological discoveries. Architects were particularly suspicious of new styles.

CHANGES AT THE PALACE

The death of Queen Victoria in 1901 after 64 years on the throne marked the end of the era of empire and a fresh start to the century. The death of the Prince Consort in 1861 had moved *The Builder* to poetry; it was respectful though more muted in its praise for the sovereign:

In Loyal Memory.



THE death of a sovereign who has reigned so long, and been so justly beloved and honoured as our late Queen, is one of those events before which men of all professions must feel bound for the moment to forget the limits of professional interest, in view of those wider interests which unite us all as Englishmen and as fellow-subjects of the English monarchy.

An idea which some of her perfectly loyal subjects have had, that the Queen, though an excellent lady, was not intellectually gifted, is, we believe, quite a misapprehension. Her two books, it is true, though pleasantly written and interesting, can hardly be said to have evinced literary genius; but that is, after all, only one kind of talent.

26 JANUARY 1901

The completion of the east front of Buckingham Palace in 1913 brought an end to 60 years of refurbishment work. *The Builder* first noted in 1847 how a distressing picture of life at the palace had affected parliamentarians; the young queen and 10 children suffered from inadequate drainage, fire risk and cramped conditions: "So melancholy a picture so touchingly set forth deprived the House of Commons of thought for anything but immediate improvement and, with tears in their eyes, they at once voted £20 000 in part of the sum of £150 000 for the enlargement of Buckingham Palace and, as we believe, were sorry for it directly afterwards." The magazine, after first calling for the palace to be turned into a National Gallery, ended up congratulating the builder for the fast-track renovations.

Even in America, that land of gigantic building enterprise, the refronting of the Palace, carried out under the limitations of time which were necessary, would have been unusual; it is even more so in London, and is a great testimony to the efficiency and completeness with which our best contractors do their work, proving that in enterprise and knowledge of their calling they are second to those of no other country in the world.

Sir Aston Webb's original suggestion was that the work should be carried out in two years, as the work could be carried on only for three months in each year; but after going into the matter Mr. Shingleton undertook that his firm should carry out the work in thirteen weeks.

One hundred and three thousand cubic feet of stone was delivered from the quarries, weighing over 6,000 tons, and from beginning to end of the work 800 men were employed.

Most elaborate plant and scaffolding was used to enable the work to be carried out in the time. There were six derrick cranes and five electric hoists, and two Waygoods' passenger lifts were also used.

14 NOVEMBER 1913