

THE
OCTAGON

A Journal of The American Institute of Architects



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The Washington Scene

By D. K. ESTE FISHER, JR.

Washington Representative, A.I.A.

MORE ABOUT POST-WAR

AN effort has been made, throughout the past six months or more, to put into the hands of architects, through the media of THE OCTAGON and the bulletins from the Office of the Washington Representative, the most cogent material on the subject of post-war reconstruction emanating from various elements interested in the construction industry.

The report of the A.I.A. Committee on Post-War Reconstruction was published in two parts in the April and May issues of THE OCTAGON and was reprinted as a pamphlet for distribution at the Annual Meeting in May under the title "We Will Build Again" (copies available).

A brochure of the Construction and Civic Development Department of the Chamber of Commerce of the U. S. entitled "Plan Now for Future Public Works" was sent out to members with Bulletin No. 21, dated August 10, 1943.

A pamphlet containing a transcript of the Amer-

ican Forum of the Air broadcast "Will We Need a W.P.A. After the War?" was sent out to members with Bulletin No. 22, dated August 30, 1943.

In the October issue of THE OCTAGON was published an address to British architects by Michael Waterhouse, Fellow and Honorary Secretary, R.I.B.A. on "The Place of the Architect in the Post War World."

We are glad to be able to publish by permission, in this issue, the program for Post-war Construction of the American Society of Civil Engineers and to point out that not only do the efforts of that Society parallel and complement our own, but that informal joint meetings of the A.I.A. and A.S.C.E. committees are taking place in the interest of closer unity of effort.

We hope to be able to continue, with the approval of the membership, the distribution of material which will be stimulating to the thinking of architects on this subject so vital to their future.

Postwar Construction

Planning now will safeguard national economy in critical transition period

A Program Proposed by the Board of Direction, American Society of Civil Engineers

FOREWORD: In adopting a policy on postwar construction, the American Society of Civil Engineers recognizes the urgent need for, and takes an important step toward, the immediate preparation of construction plans for useful and needed work.

Any other course will contribute toward the unemployment of returning service men and released war workers at the end of hostilities; will lead into another dole or so-called work-relief period; and will add to the economic ills that may befall the country.

Private construction, such as industrial, railroad, utility and housing, embraces about two-thirds of normal construction activities and should be stimulated in every possible way since it, in turn, furnishes the means of carrying on other kinds of private employment.

Public works of useful and needed character, such as water supply, sanitation facilities and highways, especially those which are revenue producing, furnish a vast reservoir of projects.

Cooperation of the Society membership is essential, and is solicited in this program. Energetic steps will be

taken to secure support of government and of other professional, civic, business, and labor organizations in the furtherance of these objectives.

*Committee on Postwar Construction
American Society of Civil Engineers*

Adolph J. Ackerman

Dean G. Edwards

Frederick H. Fowler

Gustav J. Requardt

Frank T. Sheets

G. Donald Kennedy, *Chairman*

July 29, 1943

THE immediate preparation of a construction program for a peace-time economy is essential. This is true despite the fact that America is engaged in total war. Herein is outlined such a program of action in preparation for construction directly following the war. This program proposes both private and public construction projects of unquestioned usefulness, and activities to be undertaken now in order to insure a sufficient volume of construction immediately after the release of manpower from the armed services and war production activities, so that a share of this manpower may be quickly absorbed in peacetime construction.

The American Society of Civil Engineers, over ninety years old, is composed of nineteen thousand members united in support of the highest professional ethics and sound engineering practices. They serve in industry, in consulting practice, and in engineering departments of federal, state, and local governments, with widespread geographical distribution. The Society now dedicates itself to the furtherance of the objectives here presented. It offers to the government and the people of the United States its facilities and the accumulated knowledge of its members in working out the practical procedures needed. It offers the cooperation of its Local Sections and of its members in interpreting this program to public and private agencies and in stimulating local activity and specific action consistent with the proposed program.

Our country is engaged in a war to preserve American ideals and liberties. Victory is our primary objective, regardless of its cost. Our wealth, our resources, and our citizens are now wholly committed to this righteous cause. True patriotism, however, transcends wartime fervor—it also demands adequate planning for peace. Any less enlightened concept amounts to betrayal of those

making the greatest personal sacrifices to win the war.

Fortunately, leaders in government and industry and the professions are giving serious study to the problems which will face our people when the war is won, when war production ceases, and when our armed forces are demobilized. But study must go beyond wishful thinking; it must proceed to action *now* to insure favorable economic conditions *then*.

The Construction Industry Available

In large measure the gigantic job of war construction is accomplished. The volume is rapidly reducing, so much so that soon this activity will be almost at a standstill. This means that shortly there will be available a large number of experienced engineers and architects whose services could be usefully employed in the preparation of detailed plans and specifications for useful postwar construction projects. Many of these men are above military age or incapable of combat duty. Their technical training and engineering experience are so valuable that it would be criminal to waste their talents on routine work or manual labor in war production plants. No wiser use could be made of these engineers and architects than in assigning them to make detailed plans and specifications for needed projects to be let to contract promptly after cessation of hostilities.

The construction industry consists not only of engineers and architects but also of contractors. By training and experience this group is most competent to plan, supervise, and execute construction projects with economy and dispatch, and to secure the maximum return for the dollar invested. The contract system long since has demonstrated its merit; it should be employed for both public and private construction. The construction industry is the liaison through which individuals, business, and

the governmental agencies representing the public, on the one hand, and manufacturers of machinery, producers of materials entering into construction, and construction labor, on the other, cooperate to produce useful works.

Industrial Construction

Industry, considered broadly, not only has performed a miracle of war production but also is exercising most enlightened leadership in planning to meet postwar problems. Through the Committee for Economic Development, and other similar organizations, the best minds in the fields of business, economics, and research are developing tangible plans for prompt conversion from war production to the making and marketing of peacetime products—thus to provide useful jobs for workers. Prompt conversion to peacetime production will satisfy the pent-up postwar demand for durable and consumer goods growing out of accumulated wartime scarcity and accumulated wartime personal savings.

An essential part of this industrial activity is the alteration or construction of plant facilities to make for most efficient production units in the postwar period. Obviously, the preparation now of detailed plans and specifications for such construction will speed up greatly its execution immediately after the war and shorten the period required for conversion to peacetime production.

War production has necessitated a very large expansion of plant facilities. *Many new war plants may be suitable for conversion to peacetime production, while others of purely war utility may be ultimately dismantled. Many older facilities have become obsolete and will require radical modernization or replacement.*

Illustrative of new private industrial construction to be undertaken are: Plants for production of durable and consumer goods; deep freeze food storage plants and individual food lockers; stock yards and packing-house facilities; warehouses; grain elevators; mining structures; railroad terminals, freight and passenger depots, bridges, and tract improvements; oil pipe lines, pumping stations, and refineries; airports for civilian operations; public utility plants—electric power, gas, water, steam, etc.; and stores, hotels, and office buildings.

Housing

Even before the war there had developed a large

potential demand for private homes. To make matters worse the restrictions on civilian construction imposed during the war period have arrested also normal home building. This acute demand for new private housing can be expected to manifest itself in intense activity as soon as wartime limitations are lifted. This is true notwithstanding the large volume of housing projects built recently for war workers. In general these are but "bare subsistence" dwellings—a large percentage are not properly located or attractively designed for peacetime living.

Home buying habits are thoroughly entrenched. There is great resistance to radical departures from customary styles of architecture and methods and materials of construction. While new designs, materials, and construction methods will attract interest in the postwar period, their wide acceptance will probably be gradual. Neither history nor probability justifies the expectancy that people will wait for the "perfect house of tomorrow" or that such a house, if available, would be generally accepted at once.

Every effort should be made by organizations of realtors, by chambers of commerce, by labor organizations, by financing organizations, and by all other business groups serving this particular field to stimulate these potential home buyers to acquire their land and to complete their plans and specifications now so that they will be in position to contract for home construction immediately following cessation of hostilities.

Residence modernization and farm home and farm building construction will provide an additional stimulant to the postwar economy.

The general demand for better housing will express itself also in the construction of individual apartment buildings and two-to-four-family unit dwellings. It will encourage the construction of large housing developments, embodying park areas, playgrounds, central heating plants, and apartments in a general plan to afford to the occupants the maximum of beauty, light, air, recreation, and home atmosphere. These developments will spring up in hitherto undeveloped areas and in the congested, decadent areas of the larger cities. Probably, in large measure these will be financed privately.

Industrial construction and private housing account for approximately two-thirds of all construc-

tion activities, the remaining one-third being classified as public works.

Public Works

Present Planning Necessary.

An annual program of useful public works construction is required in normal times to replace obsolete or worn-out facilities or to provide the new facilities demanded by advancing or changing American standards of living. These are just as essential as are the products of private industry. They are frequently a prerequisite to maximum individual enjoyment of privately purchased products. The interdependence of the privately owned motor car and the publicly built highway illustrates this point.

During the war years, civilian construction has been necessarily curtailed. Thus in the postwar period the accumulated demand will be aggravated by the normal yearly need for useful public construction.

It is true that a large number of useful jobs can be made available in industrial production and distribution and in privately financed construction immediately following the war. Nevertheless, there is grave probability that the millions of war workers and demobilized service men cannot be absorbed in usual occupations at a sufficiently rapid rate to prevent serious unemployment. This country cannot afford to see again bread lines, public soup kitchens, and an army of war heroes peddling apples on the streets in a pitiful attempt to eke out a livelihood. Such conditions generate social unrest and, if allowed to persist, may threaten the very form of government and the system of free enterprise for the preservation of which every sacrifice is now being made.

It is imperative that steps be taken now to insure against these conditions. Presumably those in the armed forces will not all be demobilized simultaneously. Instead, this process may take place over a period extending up to two or more years. Possibly the optimism of those who maintain that industry and private endeavor can absorb all those seeking new jobs in the postwar period may be realized; but there is too much at stake to warrant risking the future of America on these possibilities.

A program of useful public works that may be constructed immediately after the war should be planned now to insure against the development of a critical unemployment situation. This is especially

true since these works not only will provide employment but are actually needed for the daily use of everyone. Unless preparation for such a program of useful construction is made now there may arise in the postwar period a demand for a made-work program primarily social in its objectives. Such a made-work undertaking would not add measurably to the wealth of the country. Conversely, it would pile on top of a gigantic war debt a tax burden which would involve enormous additional federal expenditures for the relief of needy citizens.

A program of present planning for useful and economically sound public projects with prepared detailed drawings, specifications, contract documents, and other preliminaries is essential. Contracts can then be let so as to provide flexibility in the feeding of construction projects into the nation's economy as the facilities are needed or as such work is required to provide useful jobs.

Long-Range vs. Short-Range Planning.

In planning for postwar public works two basic views are held.

One group is thinking primarily in terms of long-range programming designed to change ultimately the faces of the cities of America; to interlace the country with a tremendous system of superhighways; to develop great conservation projects for flood control, for reclamation of waste lands, and for the production of power; to revamp the terminal facilities and operations of the railroads; and to develop great airports and terminal facilities for air transport.

To the extent that the projects are sound such thinking is most commendable and should be encouraged as a continuing procedure. Common sense dictates, however, that these broad and long-range concepts can be fully planned and realized only over periods of perhaps from twenty-five to fifty years. It is inconceivable that such long-range projects can be financed and brought to the construction stage with sufficient promptness to meet immediate postwar needs.

The other group of planners is visualizing primarily a shorter range and, consequently, a more realistic approach. It is thinking of projects needed promptly and of the helpful part construction can play in the critical period immediately after the war.

The most casual survey will reveal that an enor-

mous volume of practical and useful public work projects is needed now for daily use. These projects would already have been under way had not war intervened. They are of a type which would fit into any long-range plans, but they have the great virtue of being needed now. Also, they may be financed on a basis which will not bankrupt the country and which will not make worse the financial problems that must be met in the postwar period resulting from enormous war expenditures.

Many of these projects are of the self-liquidating type that can be financed by revenue bonds to be retired by the beneficiaries on a "pay-as-you-use" basis. There exists a rapidly growing trend toward this method of financing public works. Other projects must be publicly financed but are of such immediate utility and necessity that they can be financed out of accumulated surpluses, by bond issues or by local taxation.

These useful projects would provide a huge total of nation-wide construction activity, readily financed and capable of being launched promptly, or as needed, to assist in providing adequate employment during the reconversion or transition period following the war. A postwar public works program of this character has double virtue: (1) The projects are needed now, are useful in themselves, and will add to the national wealth; and (2) they afford a practicable means of generating useful jobs at the proper time.

A word of caution is needed here. There are limits to the volume of employment that can be provided economically by the construction of public works. All other elements of the national economy must bear their proper share of the load. Public construction should be utilized, but not to a degree that would unbalance that economy or would stifle private initiative.

Work of this character can be placed under contract promptly after the war closes, provided the essential preliminary work is started at once and completed before the end of hostilities. This preliminary work includes:

1. Preparation of working plans, specifications, and contract documents;
2. Selection of rights of way and other necessary rights; determination of their costs; and preparations for prompt acquisition;

3. Completion of legal and financial arrangements for immediate construction.

Local Public Works

It may be helpful to analyze the variety of facilities which constitute the reservoir of useful public works heretofore discussed. Many of them are self-liquidating in character. Others will require financing by general taxation. Some are in an intermediate zone, so far as methods of financing are concerned.

1. Self-Liquidating Projects.

Most states have had laws for some years which permit the financing of certain types of public improvements on a revenue bond basis. These bonds are not a general public tax obligation but an obligation retirable out of the earnings of the projects themselves, derived from payments made by the actual users. Thousands of economically justifiable projects, both large and small, have been financed in this manner and have demonstrated their success. The procedures involved have passed the experimental stage. In this category are found, among others: Impounding reservoirs for water storage; water distribution systems; water purification plants; public swimming pools; sewerage systems; sewage disposal plants; drainage works; irrigation systems; levees and flood protection walls surrounding drainage district areas; street improvements, which are not of general use and whose primary function is to give access to private properties; toll bridges; express and limited-access highways and highway tunnels; hospitals; public-owned urban rapid transit lines; off-street parking facilities; public markets; large housing projects; and dock facilities.

The utility and economic soundness of self-liquidating projects is evidenced by the willingness of the users of these facilities to underwrite their cost on a "pay-as-you-use" basis. The potential volume of such work is enormous. Thus far only the surface has been scratched. The normal demand for such improvements is now greatly accentuated by the restrictions on their construction which necessarily have been imposed during the war.

2. Publicly Financed Projects.

The curtailment of civilian construction during the war has resulted in an accumulation of deferred

local projects of wide variety normally financed by the states, cities, villages, counties, and other political subdivisions by general taxation. Also, during the war period, many of these political subdivisions have accumulated substantial surpluses of funds which can be made available for the construction of useful projects.

Outstanding bond issues for public improvements have been paid off during the war period to such an extent that many of these local political units may now incur additional bonded indebtedness for needed improvements without exceeding legal limitations. Some of these improvements are of such a character that although publicly financed they approximate the status of self-liquidating projects.

Included in the wide variety of useful local projects which properly may be financed through general taxation and thus are practicable in the period immediately following the war are: Schools; parks and recreational facilities; libraries; buildings for housing local governmental agencies such as city halls, courthouses, and jails; flood-control projects of local significance; public health centers; state penitentiaries; state hospitals for the insane and feeble-minded; state homes for orphans, or the aged; buildings for state universities and other public institutions of higher learning; and public highway and urban street improvements.

This vast reservoir of potential postwar construction projects, primarily of local interest, is useful and needed.

3. *Federally Aided Projects.*

Highways and major urban thoroughfares which are of general motor use are examples of types of public works in the cost of which the federal government logically should participate. This principle of federal aid for state highway development dates back almost to the inception of the highway movement.

For years the federal government has levied an excise tax on motor vehicles and recently has collected also a federal gasoline tax. Since both the government and the states are levying these imposts, it may be logically contended that highway and street improvements of general motor use are in essence self-liquidating projects.

During the war, military and commercial traffic has grown in intensity, maintenance of highway and

street facilities has been of subnormal standard, and public highways and streets have seriously deteriorated. Prior to the war an actual deficiency existed in the highway system of the country due to inability to keep pace with the growth in highway requirements. It has been estimated that for this accumulated deficiency the sum of 3.6 billion dollars of construction, reconstruction, or modernization would be required. Meanwhile new construction, replacement of worn out highways, has been deferred for two years, adding further to critical needs. Some obvious requirements therefore are:

(a) Modernization and reconstruction of state trunk highways and of arterial streets in cities and villages.

(b) Express highways of the limited-access type; off-street parking facilities; and belt lines and by-pass routes. These improvements within and adjacent to the larger metropolitan centers are designed to facilitate the flow of traffic and to synchronize with and take full advantage of the rural highway system.

(c) Construction of a relatively large mileage of interregional highways of national significance.

(d) Major improvements on the county trunk or feeder highways now officially designated as the secondary highway system.

The highway and street field presents one of the best opportunities for pre-planning of projects for immediate construction following cessation of hostilities. Fortunately, the nation-wide planning surveys made heretofore by the Public Roads Administration and by the state highway departments provide the essential data for sound planning.

4. *Financing Local Public Works.*

It is evident that local public works constitute a crucial element. At the moment there is no assurance that preparation of detailed plans and specifications for specific projects will be consummated in time to insure that the needed volume of work can be let to contract promptly after the war. It is not enough to catalog or list these projects, with approximate estimates of their costs and indications of how they may be financed. The real need is that means be provided for complete preparation *now* of actual plans and specifications and other preliminary work

relating to rights of way and means of financing, to the end that, with the return of peace, construction contracts may be awarded and the work promptly gotten under way.

The projects are available, the technical talent for making the plans and specifications is available, but the vital need is for a means of financing the very essential preliminary work. Some states and localities already have demonstrated the necessary initiative and feasibility of financing such planning work through their own resources.

To meet the requirements of an adequate postwar program, such an approach must be stimulated in every state and its local subdivisions. In many states and localities where projects are available and the technical talent for this planning program is obtainable, a certain stagnation exists with respect to securing the necessary funds. This issue calls for the emergence in every locality of far-sighted leadership on the part of public officials and public-spirited citizens.

Some state or local laws or other similar obstacles may now prevent or would cause serious delay to the immediate financing of necessary planning for local public works. Where this is the case it may become necessary for the Congress to authorize a revolving fund and a system of making loans, under proper safeguards, as a means of getting such work under way. To this end, it is recommended that the Congress make available a substantial appropriation for assistance to public agencies in preparing detailed plans and specifications for useful construction projects. Obviously, no funds should be allocated for advance plans for any project until it has been reviewed by a proper agency of the federal government and an adequate showing has been made: (1) That the project is actually needed and would be useful; and (2) that it is economically sound.

Upon such a showing, the federal government might well advance a sum sufficient to cover the total cost of plans and specifications, with the provision that if and when the project is financed and

proceeds to construction the amount advanced for plans, specifications, and contract documents would be returned.

Federal Public Works

Thus far nothing has been said about the present planning of federal public works for construction in the postwar period. In part such planning is already under way, and all agencies engaging in various forms of construction for the federal government are surveying projects which profitably could be undertaken. It is recommended that appropriations be made now so that these departments may proceed promptly in preparing detailed plans and specifications. The following criteria should apply in all cases:

1. The project shall have practical utility and be economically sound;
2. It shall be of such character as not to compete with facilities provided through private enterprise.

Cooperation Essential

The American Society of Civil Engineers submits this program for the purpose of stimulating clear and practical thinking and constructive action on post-war construction. To this end the energetic cooperation of professional, civic, business, and labor organizations and of the executive and legislative branches of federal, state, and local governments is needed and solicited. A definite program is necessary to absorb manpower released from the Armed Services and from war production. Preliminary studies, preparation of plans and specifications, arrangements for financing, and acquisition of real estate must be completed before construction can be begun. To preserve economic freedom—the freedom of enterprise, characteristic of the American way of life—the preliminary work must be done now. It will be too late to wait until the war is over.

URBAN REDEVELOPMENT

ARCHITECTS probably are aware that there have been introduced in the Congress two Bills which would involve the Federal government, in a big way, in urban redevelopment:

S.953—to establish the Urban Redevelopment Agency introduced by Mr. Thomas of Utah;

S.1163—the Neighborhood Development Act introduced by Senator Wagner of New York.

These Bills are under study by The Institute's Committee on Post-war Reconstruction and presumably by many of the chapter committees, all of which should be familiar with them. At the last meeting of the Conference Committee on Urban Problems of the Chamber of Commerce of the U. S., held in Washington on September 29, 1943 (see comment on Construction Industry Relations in the October issue of THE OCTAGON), a number of talks on the financing of urban post-war developments were given by men whose connection with the subject has been outstanding. The first of these talks,

by Thomas S. Holden, President of the F. W. Dodge Corporation, covering a plea for private enterprise and private financing of all such redevelopment activities, is published in full in the November 1943 issue of the ARCHITECTURAL RECORD.

The second of these talks, by Hugh Potter, President of the Urban Land Institute, covering the plea for Federal government financing of land acquisition for urban redevelopment, presents the opposite side of the picture. In order that both sides of the arguments may be available to architects, Mr. Potter's statement is published in full as follows:

The Need For Federal Action in Rebuilding Cities

Statement by Hugh Potter, Houston, Texas, President, The Urban Land Institute

At the Conference on Urban Problems, United States Chamber of Commerce, September 29, 1943

BUSINESS interests and municipal authorities are in substantial agreement that a considerable part of the expected post-war volume of building must be channeled into the rebuilding of city areas that are now covered with blight and slums. No one can quarrel with the statement that the future building should follow a sensible and orderly pattern for the community as a whole, and building on the edge of the community with a steady abandonment of its established areas is simply not a sensible pattern. That is the basis for plans being made now to rebuild considerable portions of every American city. The kind of city rebuilding we need goes far beyond the inconsiderable and spotty type of redevelopment that we have had in the past. We will accomplish little in molding city patterns according to present day needs for urban living and communication unless we recognize the job as a vast one and proceed to clear out large down-at-the-heels urban areas for a complete overhauling.

Good neighborhood construction in an area that has been cleared out and replanned can be perfectly sound as a venture for private enterprise if each district rebuilt is large enough to wipe out every trace of the old dinginess and replace it with attractive and livable environment. Because it is sound from every point of view, it is a job that private industry can undertake and finance. We can not overlook the fact, however, that the task of reclaim-

ing the land must precede rebuilding. The financing of such reclamation can not be made appealing to private banking and private credit in view of the obvious fact that the excessive and inflated values with which this land is now encumbered must be written-down.

Dammed up purchasing power in the hands of the public clearly indicates a market for house construction as well as for other commodities, but it does not contain within itself a solution to the urban land problem. It simply indicates that there will be a market in various price brackets for post-war houses which obviously must be built on land that can be purchased at values consistent with the character of the construction. The potential in liquid savings and consumer credit can not be directed into the reclamation of blight-covered land.

True enough, as has been suggested, increased emphasis on development of urban fringes will with the lapse of time devalue land in the old, more centrally located areas. That is what has been going on. We cannot wait for this long drawn out process of urban degeneration to run its course if we really mean business when we talk about preserving a reasonable degree of orderliness, cohesion, and livability in city arrangement. It has been suggested that if municipal governments find it possible to collect more tax dollars from outlying property, they can more readily respond to insistent demands

for realistic assessments on centrally located properties. The only difficulty with this argument is that it is completely invalid. Municipal governments that contain the worn-out areas, by and large, collect very few tax dollars from outlying new development because the bulk of it is beyond their jurisdictions.

The key to private rebuilding of old city areas must be sought in a process that can equitably assemble this land and re-establish its value in conformity with the use to which the land is best adapted. To assume that a marketable type of rebuilding can take place on land that costs more than it is worth is to invite an increase in congestion and intensity of use, or to hope that builders will turn their backs upon cheap land in the ever more distant periphery of the city in favor of overcostly land in the run-down areas. There is no realism in such an assumption. The post-war builder is going to find the overwhelming part, although by no means all, of his market in the medium price dwelling field, and he is going to find that he can build to this market only if he can give the public the openness of residential arrangement and the general environmental character that competes with him at the outskirts of the city. He will be forced to seek sites for the houses he builds at prices he can pay. If he can not find them in the areas that need to be redeveloped, he will find them in areas that ought not to be developed.

The greatest urban problem we face is the need for retaining much of this building within our cities rather than see it spill out thinly in an ever widening and ever disintegrating urban pattern.

Financing of land acquisition that can, over a long period of years, absorb a discrepancy between acquisition cost and the re-established value that must be put on it to induce the proper type of building will require long term loans and low rates of interest—terms and rates that we can not expect of private credit. The alternative, then, is public credit.

The very defect that we must correct—the spread of blight and dinginess throughout our cities—has undermined the basis of municipal revenue so that the present status of municipal finance simply will not support the view that local credit can be made available for this kind of a financial task. Neither are the resources of state government adequate to meet this need. The big tax collector in our govern-

mental structure is the Federal Government, and the overwhelming source of its revenue is drawn from urban resources. It is no more than equitable that the credit of the Federal Government be applied to the reclamation of eroded urban land. The cities need not feel like paupers going hat-in-hand to a source of bounty in seeking the use of such credit for they contain in large measure the sources from which it is drawn.

That is precisely what is proposed in the Neighborhood Development bill introduced shortly before the Congressional recess by Senator Wagner. It would provide a fund of one billion dollars that could be lent to municipalities for the purpose of acquiring land in deteriorated areas. Ability to show that redevelopment of a particular area would conform to the city plan made by local authorities—not by a Federal Bureau—would constitute eligibility for a loan. Having received the loan under the action proposed in the Wagner bill, the city would acquire the land, clear it, replan it, and sell or lease building sites to private builders in strict conformity to the city plan.

Our form of government is not perfect. Under it, there will be constantly a certain amount of political give-and-take among representatives elected from different sections of the country. Under it, there will constantly arise the problem of determining what things should be done by the states and by the cities, what things must be done by the Federal Government, if they are to be done at all. These are the necessary accompaniments of our present form of government. I believe we do not want to abandon this form of government which has so many proven advantages, simply because it has some troublesome features. I know no more certain way of bringing about a change in our form of government than by refusing to let it function to cure urban blight. I refuse to believe that there are none among us who, if entrusted with the use of the Neighborhood Development Act, could resist the temptation to play favorite cities for political return or to be arbitrary and unbending, characteristics frequently attributed to the bureaucrat. Recent history furnishes us examples to show that it can be done here in the United States. Loans by the Reconstruction Finance Corporation to banks during the depression of the last decade might be cited. Another example is the small home saving procedure of the Home Owners Loan Corporation.

Would the Neighborhood Development plan be a process of "bailing out" distressed property? It would be a process of restoring the highest potential productivity and usefulness to considerable proportions of every city, large and small. It would be a process of strengthening municipal fiscal structure and of giving us more orderly and more livable communities. Incidentally, and as an inescapable by-product of all of this, it would "bail out" distressed property. Let me give you an example of what I mean by this as an incidental by-product of this program. We established the Home Owners Loan Corporation because public necessity directed that we should meet a grievous problem. The H.O.L.C. program came to the aid of the distressed home owners. It met the problem. As an incidental and inevitable by-product, it "bailed out" many banks that were holding bad mortgages. It was not the purpose of the H.O.L.C. program to "bail out" the banks, and that effect of its program was but a minute part of its total effect, but yet it was there. It is not the purpose of the Neighborhood Development program to "bail out" distressed property. It can succeed in performing a much larger public purpose. Its effect in "bailing out" distressed property will be but a minute part of its total effect.

Let us not indulge in self-hypnosis. Local tax preferential treatment in the form of freezing assessed values for ten or twenty-five years is a subsidy—a subsidy on the part of that element in our governmental complex that can least afford it. Although I am rigidly opposed to tax exemption, I would willingly undergo some limited form of that torture if success were indicated. In every specific

proposal which has thus far come to my attention, however, careful estimates show that in the best redevelopment that can be expected through this device, there will be an excessive overcrowding of the land which defeats the essential purpose of the entire undertaking.

The program proposed in the Neighborhood Development bill would bring together all levels of government in cooperation with private enterprise to do a constructive work that is economically sound and civically necessary. The cities would employ their powers of initiation, of planning, and of regulating the character of development. The states would be cooperating by extending the necessary authority to the cities and by expanding eminent domain laws as necessary. The Federal Government would be supplying a source of credit. Thus the role of the three levels of government would be confined to the reclamation of the land. No part of the funds proposed to be authorized by the Wagner bill could be used for construction. That part of the task, the actual work of building, would be done by private enterprise. If rebuilding is to give us urgently needed improvements in the old areas of our cities, if it is to guide future building into some sane patterns of development, if it is to curb the trend of the past which has destroyed more in established value than it has created in new value, it can not be a piddling operation. To achieve it we must keep our sights high in planning for the future, and we must recognize our goal for the thing it is—the most challenging post-war program faced by the communities in which most Americans live.

THE NAVY NEEDS OFFICERS

The Office of Naval Officer Procurement at Washington has asked us to call attention to a Special Procurement Bulletin, dated 1 November 1943, indicating the Navy's present need for commissioned officers to be assigned not only to general duties (particularly for younger men) but also to duties of highly specialized nature, for which a record of successful training and experience in various fields of specialization is prerequisite, and in which age up to 50 or more is not necessarily disqualifying.

The following classifications are listed in the present program (items may be revised and reissued monthly):—S.P.19-42 Oil Rehabilitation; S.P.33-42 Audio Visual Aids; S.P.90-42 Naval Transportation Officers (Port Directors); S.P.103-43 Industrial Relations Officers; S.P. 110-43 Production Expeditors; S.P.111-43 Production Analysts; S.P. 113-43 Carpenters Floating Drydocks; S.P.114-43 Inspectors of Machinery; S.P.117-43 Motion Picture Script Writers; S.P.122-43 Petroleum Pools; S.P. 123-43 Forms Control; S.P.126-43 Administrators

(W-V(S)); S.P.134-43 Ship Repair; S.P.135-43 Oil Terminal Supervision; S.P.136-43 I.B.M. Supervision; S.P.137-43 Labor Relations; S.P.139-43 Naval Academy Instructors; S.P.142-43 Anti-Submarine; S.P.143-43 Safety Engineering; S.P.144-43 Job Analysis and Evaluation; S.P.145-43 Renegotiation; S.P.146-43 Packaging and Container; S.P.148-43 Instructor Trainers.

Details of these classifications may be had at any Office of Naval Officer Procurement. Main offices are at Atlanta, Boston, Chicago, Los Angeles, New Orleans, New York, Philadelphia, Richmond (Va.),

San Francisco, Seattle and Washington, D. C. Branch offices are at Baltimore, Birmingham, Charleston (W. Va.), Cincinnati, Cleveland, Columbia (S. C.), Dallas, Des Moines, Detroit, Houston, Jacksonville (Fla.), Kansas City, Knoxville, Memphis, Miami (Fla.), Milwaukee, Minneapolis, Oklahoma City, Pittsburgh, Portland (Ore.), Raleigh (N. C.), Rochester (N. Y.), San Diego (Calif.), and St. Louis.

Architects have been specifically mentioned in recent publicity: some may fit into such specialized classifications.

PERSONAL EMPLOYMENT

In view of the war developments over seas, it would appear that Americans speaking foreign languages with any reasonable fluency may make themselves unusually valuable, by developing and offering that ability. This office has had several inquiries recently for individuals with architectural or similar training and with fluency in several specific foreign languages.

It should be realized that American activities overseas are taking place in almost every language area,

and that fluency in the languages less usually known is probably more important and valuable than the more usual abilities in French, German, etc.

It is suggested that any architects with language abilities, willing to serve either at home or overseas in either military or civilian capacities should furnish the office of the Washington Representative with complete personal histories, including detailed information on the language angle.

The American Society of Architectural Historians

THE American Society of Architectural Historians was formed in 1940 by a group of scholars, amateurs, and laymen who wished

1. To provide a useful forum and to facilitate enjoyable contacts for all those whose special interest is the history of Architecture.
2. To foster an appreciation and understanding of the great buildings and architects of historic cultures.
3. To encourage research in architectural history and to aid in disseminating the results of such research.
4. To promote the preservation of significant architectural monuments.

During the past three years, the roster has grown steadily to over 150 members, spread throughout the United States, and represented in Canada, Mexico, and Great Britain.

To foster more immediate contact between members, local chapters have been established in Boston, New York, and Washington. Others will be organized as the occasion demands.

One of the first activities of ASAH was to sponsor a quarterly JOURNAL, in which members could report and discuss problems of general interest * * *.

In the near future, the JOURNAL will present stimulating and informative articles on the history of city planning, the prophetic work of Claude-Nicolas Ledoux, and the contributions of the late Albert Kahn to American Industrial Buildings.

If you are interested in the aims and program of ASAH, and wish to participate, the president and directors would be pleased to propose you for membership in any one of the classes listed in the JOURNAL.

TURPIN C. BANNISTER
President

Rensselaer Polytechnic Institute
Troy, New York.

A President's Message to His Chapter

BY ALLAN H. NEAL, PRESIDENT, THE PITTSBURGH CHAPTER

Foreword: This stimulating message by the hard-working, hard-hitting President of the Pittsburgh Chapter is commended to your attention as being of timely interest, and equally as well directed to all other chapters.

The challenge which it presents is worthy of serious thought and should be accepted, now, by every architect sincerely interested in the future of the profession.

C. JULIAN OBERWARTH,
Membership Secretary.

THE architectural profession is confronted with one of the most important decisions of its history. It is a decision which cannot be made by officers, directors or committees, but one which has to be made individually by all of us. It will decide, in the fast approaching time after the war, whether we will jog along in a smug effortless way, receiving the crumbs which are handed out by more energetic persons, or whether we will wake up, organize and become the vital, vigorous organization we must be if we are to realize the place in the Post-war World which we have every right to expect to occupy.

The agitation for post-war planning is swelling with an increasing tempo every day. An overwhelming need for the services of planners is certain to follow the war's end. Who are better fitted to plan than architects? Well, let's get together and PLAN! Let's organize ourselves and other groups and see to it the job is done by us and not government bureaus. For they will do it if we don't.

Planning now for when the war ends is not a sweet little racket to get jobs for architects, but it is one contribution—and an important one—which must be made in order to help maintain full employment after war's end.

No one seriously questions the need of our cities for housing and replanning. Bankers, real estate men, politicians, thinkers, all agree. This agreement is crystalizing into a growing will to do something about the cities' plight. Let us help it along. Think about it, discuss it with everybody, attend chapter meetings, give us your ideas. A strong public opinion must be formed. They must be made to believe in it, want it, clamor for it. Your Post-war Com-

mittee and officers have been working all summer on this problem.

This will be worked out, but there is another important angle which I have been trying to get to since the start of this article. We must make our organization stronger. Every architect who practices ethically and has a good reputation should be a member of The American Institute of Architects. We all know the results of organizational weakness in the past. The folly of *intolerance and indifference* within our ranks has been clearly demonstrated. The medical profession learned this many years ago. We, too, must recognize this truth and start now to plan and build and fight our way to a position of recognition, or hereafter and forever hold ourselves responsible for the lingering illness of public and governmental indifference.

We want new members. Scores of eligible architects are shirking their duty to the profession by not belonging to The Institute but reaping the benefits of what The Institute does for the profession.

Chapter Members: invite architects who do not belong to join with us, or give your Executive Committee the names of men you think are eligible. Non-members: if you wish to join, ask any Chapter Member you know to get you an application.

The procedure is simple. File an application with the Secretary of the Chapter and pay an admission fee of \$5.00 and first year's Institute dues of \$5.00 (total \$10.00) in advance. Dues to The Institute for new members will be \$5.00 for the second year also; and \$10.00 for the third year. Thereafter dues will be the same as for all other corporate members. (In 1943 such dues were \$20.00.) Chapter annual dues are in addition.

New State Association Member—Louisiana

THE Institute welcomes the Louisiana Architects Association, elected a state association member of The Institute effective October 26, 1943.

This is the second state association member elected in the current year, the other one being the Massachusetts State Association of Architects. It makes a total of twenty-three state association members, the complete roster of which is published every other month in THE OCTAGON.

The officers of the Louisiana Architects Association are:

President: R. B. Roessle

Vice-Presidents: Wm. R. Burk, Sr., and Charles T. Roberts

Secretary: Murvan M. Maxwell

Treasurer: Edward F. Spurl, Sr.

Directors: H. M. Favrot, A. Feitel, M. H. Goldstein, O. P. Mohr, R. L. Moroney, Wm. T. Nolan, August Perez, Jr.

Newly Elected Corporate Members

EFFECTIVE NOVEMBER 9, 1943

Chapter	Name	Chapter	Name
ALABAMA	Dupree Holder Greer Milton Baxter Ellis Hill, Walter Napoleon Holmquist Edwin Bragg Lancaster, William H. March Lt. Earl Oliver Murray, Lt. John Murray Robertson Farrow Lee Tittle	IOWA	Harry Peter Hansen, George Lewis Horner Karl Marshall Waggoner
BROOKLYN	Aloysius Schuszler	KANSAS	John G. Seitz
BUFFALO	Thomas H. McKaig, John A. Strommer Carl Anthony Tibell	KANSAS CITY	Emil O. Bayerl, Edwin G. Kratz
CENTRAL PENNSYLVANIA	John Kurtz Bixler Myron Dale Smith	NEW YORK	Clarence H. Higginson, Francis A. McKeown
CONNECTICUT	Victor Augustus Frid Sherwood Frank Jeter, Jr., Robbins H. Miller Joseph Thomas Reynolds	NORTH CAROLINA	James Alan Stenhouse
FLORIDA NORTH	Elton James Moughton	PHILADELPHIA	Theodore Clattenburg, Edwyn Grant Rorke David Supowitz, Walter Frederic Thaete
		PITTSBURGH	Alexander Sharove
		ST. LOUIS	Harris Armstrong
		SOUTH TEXAS	Charles Harold Kiefner
		SOUTHERN CALIFORNIA	William Diest Jay Dewey Harnish
		WASHINGTON, D. C.	George Henry Boyer
		WEST TEXAS	William Chester Baxter

Standards for Neighborhood Recreation Areas and Facilities

THIS new document issued by the National Recreation Association, deals with outdoor areas and indoor facilities. The document consists of sixteen pages of well-presented text and has the following sections:

- Outdoor Recreation Space Standards;
- Standards for Indoor Recreation Facilities;

- Agencies Concerned with Recreation;
- The Importance of Cooperation;
- Securing Results

Copies are available at 15¢ each—from the National Recreation Association, 315 Fourth Avenue, New York City.

Award of Albert Kahn Scholarship

THE following announcement is made by Dean Wells Bennett of the College of Architecture and Design of the University of Michigan:

The first award of the Albert Kahn Scholarship, open to students of Architecture or of Engineering, has been awarded to James H. Blair, Jr., senior

student in Architecture from Gary, Indiana. This scholarship, established in 1941 by gift of the Associated Architects and Engineers, Inc. of Detroit, through Albert Kahn, provided that emphasis be placed on candidates' records as to interest in the mechanical and electrical equipment of buildings.

The Department of Technical Services—Notes.

By THEODORE IRVING COE, TECHNICAL SECRETARY

Building Codes and Postwar Construction

In the June issue of THE OCTAGON reference was made to "Postwar Building under Prewar Codes," and to the consideration given this subject by The Producers' Council's Postwar Committee on the Correlation of Building Codes at its meeting in Cincinnati in May.

At the meeting of the Committee, October 18th, in Chicago, the importance of taking immediate steps to make available in planning for post-war construction recognized technological advances and proven new materials and methods of construction was again stressed.

While the codes of a number of cities provide for the approval, by a building official or a technical board, of new materials and methods of construction, very many codes contain no such provisions and, in such cases, it would no doubt be impossible to plan to use many desirable new products or technics of construction unless steps are promptly taken, by means of local or state legislation, to empower an appropriate official or technical board with the authority to accept new construction technics and products which meet approved standards and requirements.

Where this is necessary it should not involve the time or effort required for a comprehensive code revision, and if such steps are immediately taken an advance will be made which will be of advantage not only to post-war construction but to the continuing progress of the construction industry as a whole.

This calls for leadership, and the active cooperation of all of those who design, finance, supply the materials for, and direct the work of construction in the local communities affected.

If architects will take the initiative they will find their leadership recognized and supported by other interested groups and that "many hands make light work."

It is worth the effort if the development of improvements in materials and methods of construction is to be encouraged and the results of such developments are to be made quickly available for general use.

It is obvious this falls within the province of the groups forming the construction industry.

All that is needed is less talk and more action.

"Construction After the War"

In its October 21, 1943 issue the ENGINEERING-NEWS RECORD presented the opinions of George A. Bryant, President of the Austin Company; Louis Kahn, President, Albert Kahn Associated Engineers and Architects; and Morton C. Tuttle, President, Morton C. Tuttle Company, on the subject of "Construction after the War."

These statements represent the well-considered opinions of men who have had an unusual opportunity to appraise the new developments in war-time construction and contain much of interest to architects and others concerned with post-war planning, particularly in the field of construction for industrial activities.

Specifications for Stress Grade Lumber

Under the title "National Emergency Specifications for the Design, Fabrication, and Erection of Stress Grade Lumber and Its Fastenings for Buildings," Directive No. 29, official data has been made available on the means and requirements for putting into effect the 20% increase in working stresses for lumber authorized by the Conservation Division of the War Production Board.

The pamphlet, in addition to its specification material, is a design manual for lumber and fastenings and covers—not only working stresses for structural grades of lumber and design loads and formulas but timber connector, bolt, lag screw, nail, drift pin, wood screw, and glued construction.

Appendices contain data referring to recommended and desirable practices for good design and specifications, and a list of 44 references covering many phases of wood construction and sources of information concerning the same.

Copies may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., price 15¢ (stamps not accepted).

Design for Fire Safety

Under this title the ENGINEERING-NEWS RECORD makes the following comment:

"Fire loss in the United States since Pearl Harbor is said to be comparable to all the damage

caused by enemy bombing in England during the first two years of the war.

"In terms of money the loss amounted to \$315,000,000 in 1942 and may total \$400,000,000 in 1943.

"This is at once a challenge to builders and designers. Designs for postwar, both architectural and structural, must be made to meet this challenge to life and this material loss."

Construction plays an important part in facilitating or preventing the spread of fire, and the architect has a responsibility in supporting and applying those safety and protective measures which will safeguard human life against the hazards of fire and its accompanying smoke and noxious gases, and reduce the material loss which, year after year, puts an unnecessarily heavy drain upon our material and capital resources.

The revision of obsolete and inadequate building code requirements, installation of adequate fire extinguishing equipment, and a better understanding of the need for the maintenance of proper house-keeping conditions, and heating and electrical equipment are vital factors which call for attention when consideration is given to the ways and means of controlling a situation which, in time of peace, destroys more lives and property than the most intensive effort of enemy sabotage in time of war.

Home Dehydration Hazards

The National Fire Protection Association has directed attention to serious fire hazards which may accompany the use of home-made and improvised equipment used for the home dehydration of fruits and vegetables widely advocated as a means for preserving food for winter use.

The use of combustible materials, as a substitute for unobtainable metal, combined with gas, oil, or electric heat, and forced air circulation, wooden trays placed on the top of gas stoves, wooden cabinets built above and around portable oil stoves, improperly installed wiring with batteries of large electric lamps, and the absence of proper thermostatic control, present potential fire hazards, particularly where the process of dehydration is required to continue during the night without supervision.

Sun or kitchen range drying insures safety not provided by combustible equipment without automatic temperature control.

New Electric Feeder Voltage Regulator Standards

In publishing the new Feeder Regulator Standards (Publication No. 43-86, October 1943) The National Electrical Manufacturers Association has brought together in a single publication all of the standards of a national character having to do with feeder voltage regulators and step type voltage regulators.

Some of the subjects treated are: temperature rise, effect of altitude, ratings, insulation, temperature, tests and performance specifications, etc.; and a complete section on definitions of terms.

Copies may be obtained from the Association, 155 East 44th Street, New York City, at 75¢ each.

American Standards

The following have recently been approved by the American Standards Association as American Standards:

- *Air Gaps and Backflow Preventers in Plumbing Systems (ASA-A40.4-1942, ASA-A40.6-1943) 45¢
- Threaded Cast-Iron Pipe for Drainage, Vent, and Waste Services, (ASA-A40.5-1943) 25¢

Copies of the above may be obtained from the American Standards Association, 29 West 39th Street, New York 18, New York.

Commercial Standards and Simplified Practice Recommendation

The following Commercial Standards and Simplified Practice Recommendations, as issued by The U. S. Department of Commerce, through the National Bureau of Standards, are available from the Superintendent of Documents, Washington, D. C. (Stamps not accepted).

- Commercial Standard CS 42-43, (Supersedes CS 42-35) Structural Fiber Insulating Board. 5¢
- Commercial Standard CS 73-43, (Supersedes CS 73-38) Old Growth Douglas Fir Standard Stock Doors. (Second Edition) 10¢
- Simplified Practice Recommendation R201-43, Iron and Steel Pop Safety Valves. 5¢

* The details of an investigation conducted at the National Bureau of Standards to determine methods of preventing backflow from plumbing fixtures by means of air gaps is contained in Report BMS 28, copies of which may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C. at 10¢ a copy. (Stamps not accepted.)

Semi-Annual Meeting of The Producers' Council

The 20th Semi-Annual Meeting of The Producers' Council was held in the Hotel Biltmore, New York City, November 10 and 11, 1943.

The general theme of the meeting was "The Council and Postwar Action" and the several sessions were devoted to the topics related to The Council's Postwar Platform, the Providing of Optimum Postwar Employment, and a descriptive and

visual presentation of Dimensional Coordination, the subject of ASA Project A-62, for which The Council and The Institute are joint sponsors.

The Producers' Council, Inc.

The Stoker Manufacturers' Association has been elected to membership in The Producers' Council.

Mr. M. G. Bluth, Executive Secretary, is Official Representative.

With the Chapters

Notes from Chapter Officers

Alabama

Cards were sent to all the architects announcing a special meeting to discuss our professional problems with Mr. Raymond Ashton, President of The Institute. There was a fine group at the luncheon considering the travel problem. Those who were able to be there heard Mr. Ashton really get into the intimacies of The Institute, its affiliated associations, and the general architectural problems of the war and post-war in a thoroughly "grass-root" manner. If you weren't there you may be here assured that we have an ideal man at the helm and one who understands the isolated groups.

Many details were discussed and the following extracts from the Secretary's notebook may give the absentees a hint of what they missed. Several of those present said it was by far the most valuable meeting they ever attended:

We must do more talking-back to those government agencies who attempt to exercise control on projects where that control should normally be the architects' prerogative. If you are to be the architect on a job—**BE** the architect.

The architects have done a swell job across the country and have been so successful in the correlation of work that even the U. S. Engineers have consented to the signing of work as "architect" instead of "architect-engineer."

The Army admits that in some instances the architects have out-performed the engineers because of their over-all understanding of problems.

The status of the profession in general is vastly stronger in Washington than at any other time.

Our state meetings might well bring the current problem of fees into open discussion. Personal prob-

lems are valuable to the group as a whole and will do much to bring about fuller understanding.

Our conventions should probably be shaped more toward clinical discussions.

Money spent by individuals for past-war planning *may* be tax-free. Proposals are now under consideration by Congress.

The Producers' Council and The Institute have voted to join in an effort to develop a standard building code based on *standards* rather than on *materials*.

Be prepared to accept a modular system (either on a 3" or a 4" basis) as a national policy. New York State has already contracted with some large building supply concerns for items to be delivered for post-war construction on that basis. Lumber, clay-products and windows have been mentioned.

The C.E.D. (Committee on Economic Development) is already working on publicity for a post-war construction program in an effort to beat the Government Bureaus to the punch.

THE ALABAMA ARCHITECTURAL BULLETIN**Central New York**

The Central New York Chapter met on October ninth at the Hotel Sagamore in Rochester. The President introduced Edgar I. Williams of New York City, Regional Director, who spoke on the future development of an Institute publication to serve a wider field than the present OCTAGON, and to furnish a means for a better understanding of the architect by the layman and to foster a better and more normal architectural taste.

At the conclusion of Mr. Williams' talk, the meeting was turned over to Vice President Leo

Waasdorp, Chairman of the Chapter Committee and Member of the A.I.A. Committee on Membership. After speaking briefly of the work being accomplished, he introduced Julian Oberwarth of Frankfort, Kentucky, A.I.A. Membership Secretary, who held the meeting closely while outlining in a most interesting way the possibilities of increased service to society and to the profession to be derived from a greater membership and the correspondingly larger Institute income.

ROBERT T. BICKFORD, *President*

Philadelphia

Meeting of the Philadelphia Chapter with the Philadelphia District of Pennsylvania Association of Architects.

The Philadelphia Chapter, The American Institute of Architects, and the Philadelphia District, Pennsylvania Association of Architects, held a joint evening meeting on September the 28th, 1943, in the Architects' Building, Philadelphia, Mr. Roy F. Larson presiding.

Mr. Robert B. Mitchell, newly appointed Executive Director of the recently created Philadelphia City Planning Commission, was the guest and principal speaker.

The Philadelphia Chapter, through its Committee on Municipal Improvements, has taken an active part in the establishment of the new Planning Commission and this meeting, which was conducted by the Joint Committee of the A.I.A., and the P.A.A., was in recognition of the progress made, and a welcome for Mr. Mitchell.

Following Mr. Mitchell's talk on "Planning for Philadelphia," there was a lively discussion of planning needs of the City. Mr. William R. M. Keast, Chairman of the sub-committee on Post-War Employment, gave a very complete report on post-war construction needs to establish the pool of skilled labor, which will be available.

The Joint Committee announced the formulation of a "Workshop," where research and studies are being made on neighborhood, recreational and traffic problems.

Meeting of Philadelphia Citizens' Council on City Planning

A luncheon meeting of the Citizens' Council on City Planning was held at the Bellevue Stratford Hotel, Philadelphia, on Monday, October 18th, 1943. This is an organization supported by some forty odd civic organizations, representing all walks of life. The Philadelphia Chapter of The Institute is one of the supporting members, and is represented by Mr. Roy F. Larson, who is a member of the Executive Committee of the Council.

The subject of the meeting was "Planning for the Post-War Philadelphia."

Dr. Thomas S. Gates, President of the University of Pennsylvania, was the toastmaster; and Acting Mayor of Philadelphia, Bernard Samuel, Republican candidate; and William C. Bullitt, Democratic candidate for Mayor of Philadelphia, in the November elections, were the speakers.

The meeting was attended by one thousand civic minded citizens.

LOUIS E. McALLISTER, *Secretary*

Tennessee

Congratulations are extended to the Tennessee Chapter, for the successful inauguration of its news letter entitled "The Tennessee Architect."

The first number issued under date of October 15, 1943 contains a forthright message to the members, from the President of the Chapter, Granbery Jackson, Jr.

"The Tennessee Architect" will be devoted to the affairs of the Chapter, and to keeping its members posted on Institute and local affairs.

The editor is Guy H. Parham, Jr., A.I.A., 2104 Highland Avenue, Knoxville, Tennessee.

Regional Planning

From "The Oculus"—the New York Chapter

Mr. Eliel Saarinen, head of the Architectural School at Cranbrook Academy of Art, accepted an invitation to be our guest on October 14, at dinner. This invitation was extended at the sug-

gestion of J. Davidson Stephen, member of the Chapter and holder of the Civic Design Scholarship at Cranbrook, where he has for the past year been working under the direction of Mr. Saarinen on a study of the development of city and regional plan-

ning, based on an analysis of the Detroit area. Mr. Stephen also was a guest of the Chapter.

Concurrently there was shown on the League's walls a series of maps, charts, graphs, contour models and other material, prepared by Mr. Stephen in connection with the Saarinen plan.

The dinner was sponsored jointly by the New York Chapter and the League. A group of members from the Connecticut Chapter, who had been attending a seminar on City Planning at Yale, was also invited to attend.

Exhibit of Regional Planning for Detroit Area

To supplement the report in the July, 1943 number of THE OCTAGON concerning the exhibit of regional planning for the Detroit area by J. Davidson Stephen, A.I.A., shown at the annual meeting of The Institute in Cincinnati, the following is recorded:

The purpose of the exhibit is to demonstrate that an approach to the planning of a city must take into

account an area considerably greater than the legal city limits, and to demonstrate the procedure whereby the separate communities might be examined in detail, keeping in mind their relation to the larger concept of city planning for the area.

Mr. Stephen's work has been shown since the meeting in Cincinnati, as follows:

At Cranbrook on July 9—joint meeting of the Detroit Chapter, A.I.A. and the Michigan Society of Architects.

In Toledo, August 8—a meeting with the Toledo Chapter, A.I.A.

In New York, September 7—meeting with the Civic Design Committee and the Urban Redevelopment Group of the New York Chapter, A.I.A.

In New York, October 14—meeting of the New York Chapter of the A.I.A. and Architectural League of New York, following the exhibit of two weeks at the Architectural League.

Inquiries may be addressed to J. Davidson Stephen, A.I.A., 240 East 79th Street, New York 21, New York.

Notice—Nominations For Fellowships

THE next meeting of The Jury of Fellows will be held in advance of the 1944 annual meeting of The Institute.

Therefore, The Jury of Fellows notifies the members and chapters of The Institute that the closing date for the filing of nominations of members for advancement to Fellowship is *December 31, 1943*.

Those members and chapters who may desire to propose a corporate member of The Institute for advancement to Fellowship may secure circulars of information and forms of nomination upon request to the Secretary to The Jury of Fellows, at The Octagon.

The Jury wishes to emphasize the need for supporting letters or data from members and others from as wide an area as possible, in behalf of those who are nominated.

When a nomination for advancement to Fellowship is made by the Executive Board of a chapter or state association member, that Board should notify its members either at a regular meeting or by letter that such member has been nominated and that The Jury welcomes privileged communications stating the nominee's accomplishments that qualify him for the honor.

Presidents of chapters and state association members are requested to bring this notice to the attention of their respective organizations at an early date.

Every nomination shall be made in writing and addressed to The Jury of Fellows, The Octagon, 1741 New York Avenue, N. W., Washington 6, D. C.—to be received there not later than *December 31, 1943*.

FREDERICK H. MEYER, *Chairman*
THE JURY OF FELLOWS, A.I.A.

