Industrial Designer To Address Architects

Dr. Walter Dorwin Teague, of New York, eminent authority on industrial design will be the guest of Detroit Chapter, The American Institute of Architects at a dinner meeting in the Wolverine Hotel, Wednesday evening, May 6, it is announced by Emil Lorch, Chapter president. Following the dinner the meeting will adjourn to the Central Methodist Church, where Dr. Teague will speak on "Design This Day," under the auspices of the church.

A prediction that out of the defense emergency home construction program will come a low-cost pre-fabricated house of the future which will be made available to house the three-quarters of America's population, now shut out of the market by high costs was made by Dr. Teague.

Dr. Teague declared the business of providing shelter for the millions needing homes still is in the livery stable and blacksmith stage of development. He revealed plans to the defense housing agencies to construct within the next year a vast number of pre-fabricated demountable housing units for defense workers.

"The need of the emergency," said Dr. Teague, "will see a well-organized, well-equipped industry all set to supply modern homes to the three-quarters of our population who are now shut out of the market."

In any list of men responsible for the world-recognized leadership of American industrial products, the name of Walter Dorwin Teague would stand near the head. He has conceived the shape and line and color and feel of more of the common articles of our daily lives, in all probability, than any other individual in the country.

The heating apparatus, the refrigerator and the vacuum cleaner in your home, your camera, the cash register in your corner drug store, the service station where you buy your gas, the motor truck that's pulled up behind you, the magazine you read on the train on your way into town, and the train itself—there is an excellent chance that every one of these things was designed by Teague.

As consultant in design for many of America's leading industries, Walter Teague has experimented with and developed new forms, new industrial materials and new manufacturing techniques in many widely separated fields. His clients include such companies as Ford, du Pont, Eastman Kodak, White Motor Company, Bethlehem Steel, National Cash Register, A. B. Dick, McGraw-Hill, and many others.

Dr. Teague's fame does not rest solely on his preeminence as a practising craftsman, however. Long known as the dean of industrial designers, he is a social thinker and critic as well. His book "Design This Day: The Technique of Order in the Machine Age," published last year by Harcourt Brace, was hailed by the critics as a work of great importance and one of the most exciting non-fiction books of the year. The first book of its kind ever to be written, it is an explanation of, and a plan for, remaking the machine environment in which we live—a critique on the state of the world today.
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ANNOUNCING

Meeting of Members
Detroit Chapter, A. I. A.
Wolverine Hotel, May 6, 1942
Dinner at 6:00 P.M.—$1.50
GUEST: WALTER DORWIN TEAGUE
ALSO ELECTION OF DELEGATES. A.I.A. CONVENTION

Dr. Teague, eminent authority on Industrial Design, will speak briefly at dinner, following which the meeting will adjourn to the Central Methodist Church to hear his lecture on "Design This Day," at 7:45; auspices. Central Methodist Church. Admission 25c. Students 10c.

The public is invited to the lecture. Students and draftsmen will be welcome at the dinner.

BOARD OF DIRECTORS WILL MEET AT 4:00 P.M.
Office of Harley & Ellington, 1507 Stroh Bldg.

The California Convention

Dear Mr. Hughes:

Perhaps the following will recall a very pleasant trip out West, and, at the same time, acknowledge your Bulletins which I so much enjoy. Doesn’t this prove how thoroughly I read them?

I just thought I’d like to send my respects,
To the Michigan Society of Architects,
It strikes me so funny—ne’er did I know it,
That every Architect must first be a POET.

One happy day—it was last year in May,
I found myself travelling far away,
My destination was our own Golden Coast,
Of a wonderful time, I sure can boast.

And westward bound, with no time for t’ue blues,
Was Branson V. Gamber and Talmage C. Hughes,
Architects both,--headed for a Convention,
And such fine delegates deserve special mention.

My business is Fashions—and not building houses,
But art, in my heart, admiration arouses.
So that’s why I’m tickled to be reading poems
Written by fellows who learned to build homes.

And speaking of building (forgetting the rhyme)
It’s amazing that for IT, you ever find time,
For in each weekly issue, you always make mention
Of attending some far away, special Convention.

Now get down to business—stop writing poems,
Forget your Conventions—and keep BUILDING HOMES,
Unlike the Emperor of Japan, Mr. Allen,
You all seem to write your poems in a gallon.

I suppose I should remember that Architects generally carry samples of marble and granite which they’d gladly aim at my head.

With kind regards,

MAHLEE MARDER.

Floyd Nelson

Floyd L. Nelson, 59 years old, for many years a manufacturer’s agent, died early Saturday, April 25, in Providence Hospital after a long illness. He was born in Flint and had made his home in Detroit for more than 40 years. For many years he represented the International Boiler Co. He was a member of Palestine Lodge, F&AM; King Cyrus Chapter, RAM; the commandery, and Moslem Shrine.

He leaves five sisters, Miss Mabel F. Nelson, Mrs. Joseph Lewis, Mrs. George Fox, Mrs. Fred McAninch and Mrs. George W. Niven, and three brothers, Arthur, Everett and Kenneth.

Floyd Nelson was well known to the architects of Michigan, with whom he has dealt for many years. His many friends in the profession will be grieved to learn of his passing.

Cement Dispersion

Concrete construction on many defense projects is being speeded up through cement dispersion. Engineers, architects, contractors and those connected with the various phases of construction are well acquainted with the many improvements made in the manufacture of portland cement since its introduction. They are familiar with the facts that better design of mixes and more care in the selection of aggregates have vastly increased the quality of concrete and mortar, but they are also aware that an important problem having to do with workability and durability and the other properties of concrete remains to be solved: the reduction of excess water necessary to place concrete. The vital need for this improvement has been seen for a long time.

Recently there was announced a new principle for the improvement of concrete and mortar—Cement Dispersion. Research engineers have spent ten years in proving that by adding to the concrete or mortar mix a cement dispersing agent the basic problem of all cement mixes is attacked, namely, the excess water required for placeability. Reduction of this water insures improvement of the properties of the concrete with respect to workability, watertightness, strength and other important qualities.

Action of Dispersing Agent

When incorporated in an aqueous medium, the particles of a solid tend to agglomerate and act as large clumps rather than as individual particles. This is known as a flocculated condition and is due to the absence of electrostatic charges on the particles so that when they collide they tend to stick together. If a dispersing agent is incorporated in the flocculated solid-liquid system then the agglomerates or clumps tend to be broken up and the solid particles are distributed more or less evenly through the aqueous medium in the form of individual or discrete particles. The system is then said to be deflocculated or dispersed. The action of the dispersing agent is caused by its orientation with respect to the solid particles whereby these are endowed with electrostatic charges of like sign so that when they collide they are mutually repulsive and do not tend to stick together. This effect may also be enhanced by the action of the dispersing agent as a protective colloid which prevents the particles coming in close contact with one another.

The operation of dispersing agents has been known and utilized for a long time with respect to some applications: for example, in the ceramic industries for the deflocculation of clay slips. Until recently no dispersing agents have been known which were applicable to the deflocculation of portland cement. Recent researches have shown that certain complex organic compounds will disperse cement and will not have injurious effects such as a lowering of surface tension causing foaming or interference with the hydration reactions of the cement.

The action of a cement dispersing agent on portland cement in water is similar in its effects to the action of any dispersing agent in a solid-liquid system.

Effects Upon Concrete

The dispersion or deflocculation of portland cement in a
See CEMENT DISPERSION—Page 6
The meeting was conducted by Mr. William E. Kapp, director of the Detroit Chapter, The American Institute of Architects, who has for the past 19 months been engaged on large defense work. C. Douglas Ainslie, president of the local Producers’ Council, introduced the speaker and explained that the meeting was being participated in by officials of the Army and Navy, The American Institute of Architects, The American Society of Civil Engineers and the Associated General Contractors of America. Among the speakers were James W. Follin, managing director of the Producers’ Council, Inc., and Dan Kimball of Grand Rapids, president of the Associated General Contractors of America. Ainslie paid tribute to Dick Jones and Wayne Mohr who had been responsible for arranging the meeting.

Mr. Kapp pointed out that critical materials are becoming more serious every day. He quoted from a list prepared by the Government and from a statement by Richmond H. Shreve, president of the A. I. A., as follows: “I take it that we all understand that we are here tonight as one consolidated party on an A. E. M. contract, and the job that we have is the biggest one that there is in the world. With something like eleven and a half billions of dollars to be spent in 1942 in construction in the United States, something more perhaps than the top year of ’41, with Army, Navy, Defense Plant and Defense Housing engaged in getting most of that sum out, we shall need to practice the thing in which the Institute has been interested for years. That is the cooperation of the professions and of the Government agencies in accomplishing a tremendous war effort which must be controlled and managed in the best interest of the United States.”

Some 350 were present and a great deal of constructive information was brought out. Lieutenant Commander John H. Brachts suggested that present building codes be set aside and instead a national code be provided for the duration.

The Conservation Of Critical Materials
By Colonel R. G. Barrows, District Engineer, U. S. Army
A Talk at the Producers’ Council Meeting on Wartime Construction, Detroit, April 24, 1942

I have been asked to speak to you on the subject of “The Conservation of Critical Materials.” I will present the problem from the point of view of the military engineer. To the military engineer the time element is all important. A structure must be ready for use when it is needed. If it is not, the military engineer has failed in his mission. The military engineer must improvise, make use of materials which are readily available. Economy and appearance are of little or no importance. He must get the job done with the means at hand and get it done on time.

The wartime construction projects of the Corps of Engineers include airfields, cantonments, storage depots, munitions factories and many other types of projects. The present authorized projects exceed six billion dollars. This is, of course, a tremendous program and the necessity for conserving critical materials such as copper and steel adds to our problem. Many of you present are engaged in preparing plans for munitions factories. The absolute necessity of designing to minimum standards and of eliminating more and more critical materials is being continually stressed. Wood trusses must be substituted for steel. Re-inforcing steel in concrete must be kept to a minimum. Wood sash must replace steel sash and so on. It has, no doubt, been difficult for many architects to adjust themselves to this change, for, in fact, it is a step backward as far as quality of design goes. In a way, we are going back to construction methods used twenty years ago.

Military equipment as well as construction projects must conform to priority requirements. As an example, our pontoons were formerly made of aluminum. They are now made of steel or even wood. A plastic composition is being substituted for rubber in the manufacture of river crossing craft.

I wish to close with a reminder that we are fighting an offensive war and we must take the offensive rather than the defensive attitude in attacking our construction and production problems. Our whole attitude must be IT CAN AND WILL BE DONE.* * *

Wartime Economy
By C. M. Goodrich, Chief Engineer, Canadian Bridge Co., Ltd. A talk at the Producers’ Council Meeting on Wartime Construction, Detroit, April 24, 1942

The late Mr. Calvin Coolidge said there were four maxims that made New England great: Eat it up, wear it out, make it do, do without.

Those ideas apply to domestic economy in some measure but they don’t apply to manufacturing in peace time and they don’t apply to war work at any time. In these fields, one needs to follow the military precepts—which they presumably sometimes follow themselves—to study the task or mission and to suit the material and personnel to it as carefully as possible.

In our private lives we may well follow the lead of the Scotch lassie, who powdered her nose with a marshmallow before she ate it. If however, we are to produce bombs we should note that, in the case of certain English detailed specifications as to machining bombs, less than one eight of the number of the lathes and operators are needed if we substitute a modern tool for the one specified. In another case the heat treating equipment could be reduced by about one half, and the steel greatly bettered in armour-piercing performance if the steel specified were changed—all with a corresponding reduction in man-hours.

I saw plans for a hangar with a floor in it that would cost at least three times what an entirely adequate floor should cost. Fortunately we got that changed.

A certain defense plant had its parking space stone-filled 8” deep, and instead of using grass seed they sodded the grounds. In still another such plant they used a rigid frame roof 40% stronger than needed if a trilling change were made; the reason for this was quite possibly that the architect or engineer could handle elastic equations with one unknown but was stumped if he tried to solve for two unknowns—and further that he had never heard of Limit Design.

In the last war the company which employs me, machined and assembled shells about 3” in diameter among its other work. The Woolwich Arsenal set the price at which they were first let in Canada at $5.30; presently, as we learned to do the work we bid $2.20, and finally $1.50, which is 28% of the price set by the military folk. Once, when we were doing about 5000 of these per day, an inspector held us up because he got his over and under gages mixed up.

In the present war work many changes have been made by the automobile builders, greatly to the advantage of the manufactured article no doubt, but increasing production and lessening prices as well. For instance the cost of firing gun barrels has been cut by 90% of US arsenal costs.
am told. It is much harder for a small company to change a official military opinion than for a large company to do it. But I believe that even in the case of a small company an attempt should be made to use some of the more or less expensive methods by better ones. We may generally be unsuccess fully, but if occasionally we are fortunate enough to find a better way, and to get it adopted, we shall have one something for our country. On one occasion I drew up a plan through the word Hydraulic for riveting equipment on one requisition for the AEF and wrote in pneumatic instead, and I understand the result was very satisfactory.

Now in what I have said I don't mean that officialdom is always wrong. Very often the bureau heads are right. But they are human, like the rest of us, and everyone who is active occasionally makes a mistake. Let me give you an illustration. In the last war Corps of Engineers borrowed me from the Engineer Corps to lend me to the Bureau of Mines, to work on a huge poison gas plant. My job was to check a steel design, and it gave me pleasure to report that the work had been well done. Then I noticed that, though they had lots of experts about the place, the work had been scheduled, and I decided to try to arrange some sort of time-working sequence. Presently I noticed a very big stack, already on order, and I asked what it was for. "Oh, that's to take off the gas that might escape if the electric power failed." And I asked "What eats the stack?" and the expert said "Oh, hell." So they cancelled the stack and put in a second source of electric power.

If this story has a moral it is that even the humblest of us may occasionally find an error, or think up an alternative that will be of service to our country. Let's be on the lookout. Let's do what we can. Some of us would like to get into uniform again, but for some reason the army doesn't care for the older men—unless of course they are military.

In training camp we built a bridge—much as described by Col. Fowler at the meeting in Washington. Another private and I asked our Captain to keep people away from this bridge, even from wood if necessary. I designed, from the material already bought, two supplementary types of pontoon bridges, the heavier one carrying the same size 20 ton tractor and the 8 inch howitzer train. The same material made a ferry for the 8" howitzer mounted in a tractor.

This was the first change in the equipment, I was told, since 1884.

An English design of steel military bridges is being offered for tender. We bought in the last war some 6000 tons of better bridge steel designed by Col. Hodge of the well known firm Boller and Hodge. One wonders whether this steel was left in France, or whether it has disappeared in this country.

An old story runs that farmer Jones took over an old rundown farm, and in the course of a few years built it up into an extremely good farm. One Sunday his pastor came to visit him and was shown over the farm. "Ah, Mr. Jones," he said, "I see the hand of God in this; you and God have done a marvellous work here." And Mr. Jones replied, "Parson, you ought to have seen it when God was working it alone." Now the whole of officialdom isn't equal to God, and it is not too much to say that occasionally we may be able to help him.

Sometimes our help may not be appreciated. We can understand that. No one of us enjoys even an implied criticism. But we can make our suggestions gently and hold the line.

I remember well how in the First World War I was once engaged on a court martial, three extremely young and irritable Colonels, Westpointers; I got to know the chairman—or whatever they call him—quite well afterward. One time before I'd had a drafting room attached to me, I had vice versa; and of course I took what time I could from other work to get a general idea of what they were doing recently—and I ran onto a pile driving outfit mounted on a truck. Whether I had authority to do so or not I didn't know, but anyway I ordered work stopped on it. So this was the cause of the court martial; I had "traded a better officer." "May it please the court," said I—or something like that—"my intention was not to traduce somebody whom I don't know, but simply to say that the pile driver won't drive piles. A few, fortunately only a few, have been made, and I would request the court to have one sent to Camp Humphrey, and to try and see if it will drive a pile." The court looked at each other, and agreed to the idea. Some months later, after I had shifted over in charge of the Design and Procurement Division of the Corps of Engineers, an old acquaintance brought over the report on the tests. The man in charge was an engineer officer of course, but in civilian life had evidently been an outdoor man. His report was full of hells and damns; he had done his best, but he hadn't persuaded the pile driver to drive a pile.

Somehow this calls to mind the crowded street car, where a woman was standing on a man's foot. So the man said, "Madam, will you kindly get off my foot?" And the woman replied, somewhat sharply, "Put your old foot where it belongs." Said he, "Don't tempt me, madam, don't tempt me."

But perhaps I'd better get on with a few suggestions, mainly as to steel of course, for my experience has been mainly in that field.

My company has made a great many tests on full sized transmission towers; as consulting engineers in the early days I have found it difficult to arrange our new designs on the basis of test loads, thus also avoiding criticism. Why not use higher unit stresses? Why not use lower loads where they are appropriate? Why not use a lighter wind loading? And why not do a better job of designing?

The usefulness of a structure depends on the assumed loading, on the unit stresses, and on the designer. Frequently a writer of specifications is merely a copyist of old specifications in a handbook, and sometimes these are copied from specifications still older, specifications better honored in the breach than in the observance. Many time-hallowed bits of foolishness, stupid formalities of theory, go down like family heirlooms through the generations.

The roof loading is set down as 40 or 50 or 60 pounds per square foot quite regardless of whether the roof is flat or pitched, or whether it is to be erected where snow is unknown and anything more than a good breeze is unrecorded, or somewhere in the region of much snow and of big blows. The Weather Bureau maximum reported velocities range at least from 45 miles per hour in San Diego up to 116 at Pensacola—both for 5 minute periods; that means the pressure per square foot at Pensacola ought to be 6.6 times as much as at San Diego. But big winds don't blow with the same force everywhere, and the Weather Bureau instruments are small; so in my belief actual pressures are likely to vary from the maximum at one part of a building to far less over at least half of the building. (See Wind Structure in Winter Storms, Sherlock and Stout, Aeronautical Sciences, December 1937 for recording).

Then there comes the question of whether we should consider heavy loading simultaneously with heavy winds. This makes some difference in airplane hangars, though not much difference elsewhere. And there are some who want us to design below a 2,000,000 endurance limit; and to them one may say how many times do you think a loading that comes once in ten years coincident with a big wind such as comes once in 20 years? The answer is logically well out toward infinitely rare.

Why should we use the same unit stresses and loadings on a temporary job that we do for a permanent job? I don't...
know. Very many years ago, up to about 1910, I used to use 24000 lb./square inch as the base stress when reviewing old railway bridges, including a modest impact; now American Railway Engineering Association and the German railways use 28000. Why isn’t what is good enough for railway bridges good enough for buildings? And just as a matter of record, such failures as I know of have been due to bad design in buildings, or to accidents on a railroad. I know of one old bridge, and a big one, now replaced by a modern structure, where for years the unit stresses ran just under 30000 lbs./sq. inch for the engines and cars actually using it, not including impact or wind or braking or secondaries.

Of course there are buildings that must be stiff. Very well, let’s design them stiff, instead of merely clumsily adding weight. Once an official of a much larger and older company was giving me good advice about a plant layout. He told me my estimate of the building was wrong; they had many such buildings and the weight would run not less than 30 lbs. per square foot; I told him I was not worried about that item—we would pass on to the next.

The building weighed out at a little less than 15 lbs./sq. ft., and is the stiffest building of the kind that I know. It was designed to be stiff.

A man and his wife arrived late at a Symphony concert, and after a while the man asked his wife “What is this thing they’re playing” And she said, “The Fifth Symphony of Beethoven.” “Well,” said he, “thank God I missed the first four.” And lest you find me out, and before you think me altogether too tiresome, I’ll end by thanking you for the opportunity of presenting these few scattered suggestions.

Heard In The News Luncheon

Russell Barnes telling about his architect friend who went to Miami to get himself a much needed rest and a coat of sun tan . . . first night in his hotel he overheard from the next room what sounded exactly like a radio transmission of ship movements . . . being a loyal American he hiked right out to FBI office and reported his suspicions . . . FBI man said he was dead right but that the FBI was interested in catching not the operative, but the big boss of the gang . . . so would the architect consider himself as now working for the FBI, stay in his room and report everything that happened next door . . . flattered by his trust the architect stayed right in his hotel room, most of the time crouched with his ear glued to the keyhole, for the whole three weeks of his vacation . . . the day he was packing up to return to Detroit—minus rest and tan . . . the FBI picked up the wanted man in another Florida city.

EDITOR’S NOTE: This item, from the column of Mary Morris, in The Detroit News, refers to George Maguolo, Detroit Architect, who is now with Pan American Airways, for the duration.

CEMENT DISPERSION—(Continued from Page 3)

concrete or mortar mix is important in a number of aspects. In general it may be pointed out that the reactions on white portland cement depends for its valuable properties are surface reactions. They are, therefore, a function of the surface area of the cement. For this reason cement manufacturers have consistently increased the fineness of the ground cement clinker. Unfortunately, the full surface area produced by fine grinding is not available for reaction because of the flocculated condition of the cement in the mix. It is perhaps even more unfortunate that this agglomerating tendency is even greater with greater fineness, so that the beneficial effects of fine grinding have been in some measure offset by the formation of clumps. The addition of a dispersing agent portland cement mixes has, for the first time, made available for reaction the full surface area of the cement particle. A dispersing agent in a cement mix, therefore, permits utilization of the cement to the full extent.

The effects of dispersion of the cement particles on plastic concrete or mortar mix are:

1. More placeable concrete with less water.
2. Increased fatting.
3. Reduced segregation and bleeding.
5. Reduced shrinkage before hardening.

On the hardened concrete the more important results of the dispersing action are:

1. Increased durability and longer life.
2. Increased watertightness.
3. Higher strength.
4. Lower volume change.
5. Lower permeability or absorption.
6. Greater uniformity and freedom from gross defects.

Results on Application

This principle of dispersion in Pozzolith has been widely applied in practical construction. Through the greater placeability and high strengths at all ages, many large defense projects have been both improved and speeded up. In the construction of dome structures, such as igloos for ammunition storage, the problems of bleeding and segregation are particularly acute and in many cases have been solved by the application of cement dispersion.

The use of a cement dispersing agent has quite generally proved economical. Savings in construction cost are, by this means, effected by the greater ease of placing, by the reduction in finishing and patching required, by improved mix design, by greater speed in stripping forms and by the shorter curing period required. An interesting example of the saving was that on a project where it is necessary to transport or purify the water used in the concrete, as acid regions or on island bases.

At the combined meetings of the Kansas Chapter, AIA and the Kansas Society of Architects held in Wichita March 7, I was authorized to express to the Michigan Society of Architects our appreciation for the services your Society has rendered through its Weekly Bulletin.

We appreciate having been privileged to be placed on your mailing list to receive the Bulletin, and the discussions it contains have helped us in sensing the attitude of Michigan architects on matters of vital interest to the profession. A time we have been very much interested in the unification program of the A.I.A., and your March 3 Bulletin was of particular interest and value to us.

Wishing you every success, Paul Weigel, Secretary, The Kansas Society of Architects.
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Walter R. MacCormack, Dean, School of Architecture, Massachusetts Institute of Technology.

An address before the Detroit Chapter, A.I.A., February 20, 1942.

It is a sad commentary on our present civilization that war eliminates unemployment and creates higher incomes and wages for millions while this same process is disintegrating the moral fibre of our civilization. Today there are 20,000 scientists employed for the purpose of directing research to insure the destruction of millions of human beings and the reduction of cities, towns, villages and countrysides to shambles. Before the war and during the recent depression approximately 15 million employables were out of work. Today we may say that the same millions are still out of the kind of productive employment that builds for peace and the establishment of a sane civilization. There is too little thought given to post-war problems. Why not mobilize thousands of technicians in that direction? This country is said to have the highest living standard of any in the world, but what can we say of our standard of living, when over two million families have an income less than $250 yearly; four and half million an income less than $500 yearly; five and three-quarter million an income of less than $750 yearly; nearly six million an income of less than $1000 yearly; and five million an income of less than $1250 yearly. This totals 90% of our people with an income of under $1250 a year; and 80% of our families have incomes under $2000 a year; and approximately 90% have incomes under $2500 yearly. These figures are prior to the beginning of the second world war and that the future holds for this country in respect to family income is entirely within the power of the American people to regulate.

In addition, what can we say of a country whose crime association amounts to 12 billion dollars a year, a billion dollars a month for illegitimate and morale-destroying influences which, in less than two decades will saddle us with a crime debt equal to, or even exceeding the unprecedented war cost we are now undertaking. What can we say of a nation whose economic system is periodically thrown out of balance, causing ever-recurring financial crises, with attendant misery of millions. So, when we build again, we must not first think of grand schemes on paper, but rather fundamental social and economic problems not yet solved and without which no country can have a continued prosperity.

Our national resources are both natural and man-made and all our developments, since the founding of this country, which are so full of possibilities for a sound and lasting peace and prosperity are the acts of man. Government is justified only for the purpose of ensuring the safety, the health, the happiness and the reasonable prosperity of every man, woman, and child in the country, and so the physical results of our planning should be directed toward that objective. Generally speaking, planning has been regarded (See MacCormack, Page 3)
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Under the specific term of city planning and has generally
implanted the physical layout of street patterns with
trying degrees of success, depending upon the wisdom of
the planning groups. Today the point of view is changing
and we find ourselves considering a great number of ele-
ments which bear upon the problem of city planning, but
rich are social and economic in their nature.

We now speak of city and regional planning which is a
consequence of the fact that governmental boundary lines
could have less place in the consideration of a city and
areas. We might say then that our approach to plan-
ing in our metropolitan areas particularly should include
least the city and its suburbs and, if a governmental
boundary line must be considered, then that should be the
unity.

Since the discussion primarily is directed toward the sub-
set of city and regional planning, let us examine some
facts on the extent to which America has become city-
ized. When the United States started as an independent
state, there was no city with a population as large as
100,000. It was not until 1820 that it could boast of
a city with even a hundred thousand population. It was
not until 1880 that it had a city of one million population.
day the majority of our people live in over 3000 cities,
which five have a population of over a million and 93
population of over 100,000. Our urban areas have in-
creased from the stage where they held a little over 5%
our population to one where the urban areas contain
30% of the population. These figures do not give an ade-
quate picture of our urban problem, for almost half of the
nation's people live either in or close to cities of over a
0,000 population and for all practical purposes their life
does not change. In 1830 there were nearly fifteen times
many rural people in the U. S. as there are in 1790, but
the same period there were more than 300 times as many
people and of the rural population the proportion
farmers has been decreasing very rapidly during that
period. This shift in population carries with it a funda-
mental change in the occupational structure of the nation,
evidenced by the fact that in 1870 nearly 53% of Amer-
ican workers were gainfully employed in agriculture, while
1930 or fifty years later, the percentage had fallen to
out 21%. Thus, in a little over a century, our country
is profoundly altered its mode of life and has been trans-
formed from a rural to an urban society.

The crowding of an increasing number and proportion
our people into relatively restricted areas has meant
them a revolution, both in the way of living and in the
ways of making a living and has in turn been reflected
in changed character of our national life. The degree of
magnification of a large part of the urban population into
few great metropolitan areas, as indicated by the fact
that 96 leading metropolitan centers of the U. S. occupy
1.2% of the land area of the nation and contained in
nearly 45% of its total population and 68% of the urban
population. The city is not merely the characteristic place
residence, it is also the workshop of American civiliza-

tion. In 1929 there were concentrated in 155 counties in
the country containing the larger industrial establishments
of all industrial wage-earners, 80% of all salaried of-
coworkers, and 79% of all salaries in the country were paid in these counties.

The value of the products these establishments produced
was nearly 45% of its total population and 68% of the urban
population. Our country containing the larger industrial establishments
is to protect their own position by claiming an economical,
right in the first place. This is another example of the lack
of foresight on the part of the authorities, whose first idea
is to protect their own position by claiming an economical,
first expenditure, neglecting the long run. The rapid
growth of many of our cities perhaps in some way ac-
counts for lack of planning, but now that we have reached
a static condition of population and have come to realize
the deplorable condition in which our cities now find them-
several, it is time to take stock and think about recovering
the ground lost during the past half century. Again, what
man has torn down, man can rebuild.

In the consideration of the rebuilding of American cities,
about 266,000 square miles. If the entire population of the
world were located in single homes in a area equal to that
of the state of Texas, allowing an average of four persons
per family, then each family could live in a single home
and have one-third an acre for a building lot. Yet in New
York City, where we find the widest range in the economic
scale, from the very rich to the very poor, we find this
condition. New York City has an area of approximately
300 square miles and a population of nearly 7,500,000 per-
some. In that entire area, if the people were turned over to shelter alone,
there would be ten families to the acre, but, since that is
not the normal condition in our metropolitan areas, we
find conditions of crowding which bring about unaccepta-
able conditions of misery, crime, and sickness.

The question is—are we a civilized nation, if we permit
our people to live in conditions of over-crowding, when
we have such a great wealth of land at our disposal? This
condition is not peculiar to New York alone, nor to Amer-
ica. It is true of practically all of the large urban areas
in the world. In some countries matters as Great Britain,
Germany, and Japan, where the populations are large and
the areas of the countries relatively small, there may be
some reason for the necessity of crowding in urban areas,
but in America we have no such reason continuing this
process.

What is then the art of planning? It reaches far into the
social and economic problems now confronting us and we
may fairly say that it is the laying out of areas so that the
physical result shall ensure health, comfort, safety, indus-
trial and commercial prosperity and consideration for the
beauty of buildings, parks and thoroughfares of the city
we are creating or recreating. It is not enough that the
architect shall create a beautiful building on an isolated lot.
It is necessary that the whole city pattern be laid out with
the idea of an aesthetic over-all result. There seems to
be a yearning in the hearts of many people to live in large
urban areas and to enjoy the architectural effects and the
conveniences that large cities afford. Therefore, it is im-
portant that the cities be rebuilt to provide all of the social
and economic requirements for a contented people. Plan-
ners should not be contented to matters of hygiene and
street pattern, but should direct their efforts to providing
everything possible to relieve the dull monotony of the
cities by preserving the substance of beauty: wide boule-
vards, well-planned open spaces with sculpture, fountains,
and trees. There has always seemed to be a pessimism on
the part of authorities on the subject of the general ap-
pearance of our towns. This is probably due to the absence
of any long-range thinking and the uncertainty of the
tenure of office on the part of the authorities. They refrain
from initiating works of improvement, feeling that their
predecessors may revise their plans. Questions of finance
are always brought to the fore and yet one questions, on
examination of the financial conditions of our cities, whether
or not this disregard of the appearance of the city and the
failure to plan boldly and with vision for the future has not
resulted in near bankruptcy. Our public improvements
are carried out with little spirit and little vision. It is not
necessarily true that the cheapest scheme is the best one
when one considers the welfare of the city over a long
period of time. How many times have we seen streets
widened once, twice, or even three times with the constant
shifting of utilities and with mounting costs far greater
than if the bold step had been taken and the job done
right in the first place. This is another example of the lack
of foresight on the part of the authorities, whose first idea
is to protect their own position by claiming an economical,
first expenditure, neglecting the long run. The rapid
growth of many of our cities perhaps in some way ac-
counts for lack of planning, but now that we have reached
a static condition of population and have come to realize
the deplorable condition in which our cities now find them-
several, it is time to take stock and think about recovering
the ground lost during the past half century. Again, what
man has torn down, man can rebuild.
let us consider their aesthetic qualities. Probably there are no few uglier cities in the world than many of those we have in America, especially this is true of those sections through which one approaches a city by way of the railroads. No attempt is made to create rights of way alongside railroads for parking of beautiful buildings. The railway approaches of many South American cities are lined with restricted zoned areas laid out with trees and shrubs and grass and, even the rights of way of some of the railways themselves have been landscaped. We have no regularity of building heights. We have not sufficient open spaces in the downtown areas which might be made into parks and parking spaces. We permit towering scrapers to be built so close together as to blot out the light and sun from the streets. We have no regard for the eight or ten or more stories of buildings which teach the people that good living will revolve against these conditions and then we shall have some control which will prevent the sense of sight from being violated by ugliness. Mr. John Belcher of the Royal Academy of London once said, "If legislation is necessary on sanitary matters, that the public may be protected from insidious poisons, conveyed through the senses of smell and taste, may it not be equally important to protect the sight?" Even the untrained laymen have sensibilities to be shocked and, if the effect of a gloomy and monotonous environment be bad, what shall we say or think about the cumulative moral affect of those wilderness of mean streets and ugly buildings by which our great cities are disfigured? There must be no concession of what is bad or even mean in architecture. In any city improvement, it is important that the public, who are to contribute to the cost, should be convinced that the improvement is, not only pleasing to the eyes, but contains some practical end, hence one of the important problems in rebuilding a city, which is essentially a part of city planning, is the creation in the public mind support of those things well worth doing for the best interest of the community. This educational process cannot begin too soon and the responsibility lies with the school systems of America to induct into the minds of the youth an appreciation of the worth while things of living. Too many of our educational institutions, especially those having to do with architecture and engineering, have felt the questions of aesthetics are subservient to archaeology and some of the detailed formula of engineering practice and have neglected to include in their curricula any courses which deal with the obligation of professional men to engage in the crusade against those social and economic conditions which are bringing about a decay in the morale of the people. There is little or no relationship between the various kinds of educational institutions; no uniting of their programs for the common purpose of creating better living conditions and higher economic standards, and thereby men and better cities. John Ruskin once said, "Every man has, at some time of his life, a personal interest in architecture: he has influence on the design of some public buildings, or he has to buy his own house. It signifies less whether the knowledge of other arts be general or not, men may live without buying pictures or statues, but in architecture all must in some way commit themselves. They must do mischief and waste their money, if they do not know how to turn it to account, and it is assuredly intended that all of us should have knowledge of matters with which we are daily concerned."

On what principles, then, are we to rebuild? Are we to exercise more free thought than in the last decade? Shall we lay out our thoroughfares to free the streets of ever-increasing traffic, to provide offstreet parking areas, to arrange our zoning and building ordinances, so that we may admit an abundance of light and air around all our buildings, and enlarge our open spaces, so that we may obtain the blessing of green leaves and trees in our parks and thoroughfares; are the open spaces and bridges to be designed by capable men, or left to the chance ideas, substitutions, and the error of men who have not the knowledge of architecture to give to the public what they want and are apparently permitted on the theory that the individuals have a right to desecrate the beauty of their city for their personal gain. Granted the necessity for signs, let us consider their aesthetic qualities. Probably there is no reason why these cannot be regulated to eliminate the ugliness now existing. Perhaps public opinion has not reached the stage where one may regulate the artistic standards of buildings, but the day will come when the generations now passing through our schools under the influence of educational programs which teach of beauty and sensibilities to be shocked and, if the effect of a gloomy influence of educational programs which teach of beauty and sensibilities to be shocked and, if the effect of a gloomy
The great Chicago fire, the San Francisco earthquake and fire, and the Chelsea fire near Boston are examples of opportunities lost. However, there is hope that in a land which has grown up on the initiative and imagination of the leaders of American enterprise that the same kind of leadership and imagination may now be directed toward a reconstruction program which shall correct the faults of the past.

Another report made 100 years ago in England having a bearing on the question of open spaces and their effect on the morale of the people was contained in a report made by Sir Edwin Chadwick on the important effect of public walks and gardens on the health and morals of the lower classes. A parallel in actual practice in America is the parks program in New York, where the opening up of playgrounds in the slum areas, according to the police records, has shown a decrease of 50% in juvenile delinquency. This is a real point of attack on your twelve billion dollar crime problem!

Across the channel from England, we find the most beautiful city in the world. To Paris belongs the honor of having been the unrivalled leader of European cities in effectively transforming the labyrinth of narrow medieval streets into broad modern thoroughfares. Her municipal authorities, acting under the guidance of Baron Haussmann, were the first to conserve the ideas of symmetry and spaciousness and order and convenience. In many of the improvements, carried out in Paris, plans have been made, prepared, and decided upon many years in advance of their execution. Thus, when the Champs-Elysees was first laid out, the radial avenues leading from the Place de l'Etoile were placed on the official maps and, although it has taken many years to accomplish, every one of these avenues has at last been completed with such modifications and improvements as conditions have required from time to time.

It might be well to describe the method followed in the development of Paris. An Office of the Plan was created for the whole city and schemes of contemplated improvements involving in anyway the beauty of the city, whether it be in the layout of an important public street and the drafting of new building regulations or the location of an important work of art, were reported upon by special commissions of experts at the call of the Prefecture of the Seine. Artists, whether they be painters, sculptors, or architects, considered it an honor to serve on these commissions and give the best of their ability to the public. For instance, Paris Building Laws were revised on the report of a commission which consisted of the following official persons:

Two municipal councilors.

The chief of the department which deals with building laws.

The chief engineer.

The chief inspector, and the Honorary Architect to the Town of Paris.

When Baron Haussmann took over the direction of affairs in 1859, he created a corps of architects, recruited from the foremost men in the country. He created in 1853, he created a corps of architects, recruited from the foremost men in the country. He created his park's program with such force that within a reasonable length of time, the Champs-Elysees was first laid out, the radial avenues leading from the Place de l'Etoile were placed on the official maps and, although it has taken many years to accomplish, every one of these avenues has at last been completed with such modifications and improvements as conditions have required from time to time.

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A Bill was passed by the Connecticut Legislature in 1907, establishing a permanent commission of city planning for the city of Hartford, conferring upon it very broad powers. There are indications that the thought of the people are being stirred to a consideration of taking some action with respect to the orderly arrangement of our cities, towns, and rural areas. The question is, how to proceed to make use of the vast number of reports, studies, and suggestions which have been made during the past half century. Suggestions to coordinate this material and to secure action which, from the day it is secured, will ensure a continuing program of reconstruction.

The logical out come of a discussion on city planning and rebuilding is the presentation of a complete statement of the elements included in this comprehensive program. These elements are as follows:

1. Re-employment
2. Finance
3. Taxation
4. Legislation
   a. New laws
   b. Zoning ordinances
   c. Building Codes
5. Traffic Problems
6. Parking
7. Schools
8. Recreation
9. Aesthetics
10. Rehabilitation
11. Housing
12. Prefabrication and mass production.

The limitation of time only makes it possible to bly outline the problems inherent in these various parts of the program.

1. Re-employment—Immediately at the end of the war, there will be in the neighborhood of ten million men in uniform and fifteen to twenty million men in industry released from war activities. In many cases, the industries in which they have previously been employed have been transformed from peace-time products to war-time products and there will be a considerable lapse due to the period of reconverting to a peacetime basis. Even granting that this is accomplished, within a reasonable length of time, we are still faced with the great unemployment problem that existed before the war and which will exist again unless this country takes steps to balance its economy. It should be possible in America, with its inexhaustible resources of materials, its genius for organizing and for invention, and its abundant man-power to create an economy which will not be subject to violent depressions in the future.

2. Finance—This program cannot go forward without

proper financing and it is therefore necessary to have as a part of this picture the financial institutions in this country and to see to it that all unnecessary restrictions are removed from institutions which can so ably and constructively assist in the program. It has been suggested, and indeed it was a part of the Republican platform of 1940, that the control of money be returned to the Congress on the theory that production and money can be balanced and that this will be one of the most powerful influences in balancing our economy.

3. Taxation—There is no item in our urban life more subject to criticism, nor requiring any more careful study than that of taxation on real estate. There is one city in America, Fall River, Massachusetts, which declared itself in bankruptcy ten years ago and, after paying through the mill of the years under the control of the Financing Commission, has finally emerged in a much sounder position than that time the bankruptcy was declared. The difficulty was the manipulation of taxes by political influences. Fall River at one time was a prosperous mill town and the politicians had the habit of raising taxes in order to meet an increased budget which, for either good reasons or bad, they determined to levy against the citizens. The result was that practically all of the mills were driven from Fall River.

The ever-increasing tax delinquency, both rural and urban land, is an indication that there must be something wrong with the tax structure which is resulting in taxing America citizens out of their homes and properties. Reliable authorities have said that, if many cities would re-appraise their properties on a fair basis, they would be thrown into bankruptcy by a considerable reduction in their income. Shall we, then, consider taxation on the basis of the Henry George theory—a modified form of which is now being tried in Pittsburgh? Shall we tax on the basis of income, or shall we continue to with that of the present tax system which seems to be breaking down ownership of property by private individuals?

In one American city the cost of maintaining one area of 330 acres exceeds the income from taxation by a million and three-quarter dollars. This is in a slum area and is one more indication of the decay of urban centers. In another city, 80% of the real property is in the red. What are we going to do about the tax situation?

4. Legislation—(a) New—If large areas of cities are to be reconstructed by private limited liability corporations, or by large insurance companies, or other large financing groups, it will be necessary to seek legislation to promote the condemnation which insure safety and health to the occupants of the building. These requirements are the same nationwide and it should be possible to adopt a uniform standard plumbing code, wiring code, and ventilating code, and standard requirements for steel, concrete and masonry which should be adopted as a basic requirement for every code in the United States. The enforcement would be local and should be removed from politics without further delay. There is something wrong with the code writing when one city in the United States in rewriting its code appointed forty-two committees, utilized $35,000 in cash, several hundred thousand hours of time of capable men, took eight years to write it, presented it to the City Council in 1930, and to date it has not been adopted. Detailed codes, when adopted by legislative and city councils, are difficult to amend and they are subject to political manipulation. It is recommended that the Wisconsin system be followed, where the Legislature passed an Enabling Act setting up a board of qualified experts to issue regulations from time to time on those matters which are subject to police power. It is possible to revise these regulations almost over night and in this way building codes are kept up to date with respect to new materials and processes and inventions. This is a matter that should be attacked immediately on a nationwide basis, as well as by states and municipalities.

5. Traffic Problems—There are traffic problems in our large cities brought on by the use of the automobiles. The street patterns of the horse and buggy age is no longer useful, the major thoroughfare plan is therefore of prime importance in consideration of a long-range program. It may be fifty years in bringing it to completion but at least it is a pattern to follow and an example was cited previously for the famous rue de l'Escargot in Paris. About 25% of the area of every city is in streets, the capital cost of these streets and their maintenance is a large item in city budgets. If they have a master thoroughfare plan, with radial and transverse main arteries, the city can then begin to consider neighborhood rehabilitation wherever the opportunity is best afforded.

6. Parking—Sooner or later it will be necessary to legislate automobiles off the public highways for parking purposes. The tax situation is forcing many property owners to tear down old buildings. The sites of these buildings are being used for parking. The police power might be utilized to confine other uses of land only to those probably others will come into circulation for this purpose by reason of taking property for tax delinquency. Anyway, a proper pattern of parking areas in downtown sections of our cities is one of paramount importance. A good many businesses in some cities are thinking of moving to the outskirts on account of the parking problem. The use of the streets for parking purposes is a liability to business.

7 and 8. Schools and Recreation—Schools and recreation might be discussed together, since they are both interested in the welfare of the younger generation. In New York City the city council has endeavored to foster the development of a pattern of recreation areas in the slums has reduced juvenile delinquency by 50% in the space of a year. As there seems to be no good reason since the money comes out of the same pocketbook, that schools and recreation areas should not be placed adjacent to one another, to increase the facilities for recreation, the recreation areas should be placed adjacent to one another, to increase the facilities for recreation, since the creation of recreation areas reduces juvenile delinquency, it is obvious that this is the place to attack our twelve billion dollar annual crime bill, instead of waiting until the youth grows into a hardened criminal and then building million dollar penitentiaries to remove him from society. If we are to continue as a democracy, this is a problem we cannot ignore.

9. Aesthetics—It must be obvious to all of us that the ugliness of the inner areas of our American cities is something that should receive consideration and probably can best be handled by program of education beginning in the schools and continuing through the influence of adult organizations later in life. If we must have advertising signs, let us work out a program where their wide variation in color, shape, and size will not be an offense to the vision of all mankind. Green trees and grass and shrubs are not costly and yet they are a tremendous asset to any community.
Rehabilitation—The rehabilitation of buildings is a subject merely to be mentioned as a possibility, because the opportunity varies so widely in different communities. The experiment of Mr. Binns in Philadelphia, where he was able to rehabilitate some of the old brick houses and produce housing at one-half the cost of that provided by the U. S. H. A., indicates that the ingenuity of the building industry has not yet been turned to that important subject. It may be a matter of considerable business advantage to the community to give that subject special consideration. (Concluded in next issue)

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WEEKLY BULLETIN
We have been placed on the defensive, and the outcome 34 days, dependent for food upon what fish and birds can catch, and upon rain water to quench their thirsts; but to do this they had to have a knife, a rope, the boat, some clothes—or tools, which civilization had forsaken advanced, he said, until today they are marvels of perfection, adding that only when they all into the hands of the unprincipled they become curses instead of blessings.

"But only a child will throw away a hammer because it has smashed his finger," the speaker said. "Others will learn to use it and improve upon it. It's a far cry from the first hammer to the latest hammer off the Willow Run assembly line, yet the two have one thing in common they are both tools."

As an example of man against nature he cited the case of three fliers stranded on an island in the Pacific Ocean. Affecting their escape they were aloft in a rubber boat or 34 days, dependent for food upon what fish and birds they could catch, and upon rain water to quench their thirsts; but to do this they had to have a knife, a rope, the boat, some clothes—or tools, which civilization had forsaken. Afterwards one man said, "What I went through to animal would go through," and that is probably true, Teague said. "And so we must make our plans to use these tools, and we have power to do it, to prevent disease, to travel, to control atmosphere, and to conquer disease, space time. And yet these are dangerous weapons. We have a tragic example now of their being misused, but we cannot afford to forego the development and production of them. We have been placed on the defensive, and the outcome depends upon the use we are going to make of them. Man is slow to change. It took ages to learn that the hammer could be made of iron instead of stone, six generations between the oldest engine in the Ford Museum and the marvel that is Boulder Dam.

Production methods as applied to home building was visioned as a post-war development by Walter Dorwin Teague, eminent industrial designer, in a talk before the Detroit Chapter of The American Institute of Architects at a lecture in Central Methodist Church, Wednesday evening, May 6.

Teague, also a distinguished lecturer and writer, has for the past thirteen years designed a wide variety of industrial products, from cash registers and household articles, to streamlined trains, buses and terminals.

"Just now there are signs of orderly use of these powers. Industrial designers are reading signs just as in the spring we see signs in the woods, in the form of buds that begin to swell. Then we say spring is about to come, and it's the only kind of prophecy of which to be sure—that what we think we see today. We also think we see today the signs of an emerging order, in which we may make the world over into an ideal place for social being, the power to make cities beautiful, to eliminate dirt and disorder. We will have trouble, to be sure, for the war is not over in a year, but we will triumph in the end, and make life gracious and worth living."

By slides the speaker illustrated what he called the essence of all beauty, the beauty of line; the feminine figure to show this refinement and the masculine to show vigor, poise and balanced physique. Attitude today, he said, is undergoing a fundamental change, newly acquired by the world, the recovery of poise, a sound outlook, and a finesse of line that is new to this age.

"The art and work of any period looks like the people of that period," he said. "If it is simply expressed it should always be good. The design of aircraft is an example of the return to fundamentals, that purpose should determine the form. There are great sources of power today, never known before where enough power is generated to supply several states, yet all is orderly and simple. This is an age of machines, in which the work done by machine is among our greatest achievements. The tools we use are reflected in our work, and these great power sources are our tools. These tools in themselves are most satisfactory, for they have been reordered and simplified by rational study.

"In Detroit you have a ubiquitous example. The carriage of a few decades ago was fine and delicate, of great beauty, but when an engine was added it ceased to have the same beauty, because it was ill adapted. It became cruder, coarser and at 'dizzy speeds' of 20 miles per hour..."
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"THEY DIED WITH THEIR BOOTS ON"
Sat. 11 P.M. Lupe Velez "HONOLULU LU"
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WEEKLY BULLETIN
FIRST GOLF OUTING
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Drive out Northwestern Highway to intersection with Orchard Lake Road. Turn right 1/2 miles to Club.
HARGES—GOLF $3.25
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REETINGS! First call for 1942—your response shall determine whether we shall carry on as usual.
Ends MUST have your DINNER reservations.
O FULIN’—WE MEAN JUST THAT! Arrange your transportation and come out.
Bill Seeley, Chairman

When We Build Again
By WALTER R. MacCORNACK
Concluded from last issue

11. Housing—Lord Balfour of England, in a recent statement on the reconstruction in England, said: "Today, save or the successful prosecution of the war, no subject is so much in the public mind as reconstruction. During the last war, most people took it for granted that a better world could emerge almost automatically from victory. This time we know better. We realize that the defeat of Germany is not enough to secure a perfect world. Surveying the decades from 1919 to 1939, so full of effort, of achievement, and of valor, it is clear that not the least of our present advantages is the enforced halt in our housing building and the opportunity to take stock. During those twenty years, three and three-quarter million houses were built, but no one can pretend that all is well with our re-housing, or that we have only to go on as we were going when the war interrupted our progress, in order to achieve a housing millennium within a given period of time.

This country has spent nearly a billion dollars in attempting to clear slums. The net result has been the erection of housing at a cost far beyond the ability of slum dwellers to pay for and at a cost in excess of that which great mass of the American people could afford to build for themselves with the further result that the lower third of the population is still living in slums and there is now nothing on us all that the slum question, insofar as it has drained up great slum areas and housing inhabitants who lived in them, is a failure. Our housing has been based on the type of housing built in middle Europe and, in some instances, has taken the form of ten and twelve story elevator buildings. Our housing does not furnish homes, but storage chambers for families! The fundamental and ideal requirement of happy family life is an individual house, and why we should continue to house people in New York City in an hotel should be in the "Dark Ages" of housing.

12. Prefabrication and mass production—In this great industrial city of Detroit, the world is now seeing an example of mass production on a basis never before conceived. Mass production has put twenty-five million passenger cars on the roads of America at a low cost. It has created radios available on a cost basis to nearly every family in the country, and so on down through the great quantity of things."

See MacCORNACK—Page 6

1942 Golf Season
William F. (Bill) Seeley, Chairman of the Architects-Builders' and Traders' Golf Outing, is making preparations for the 1942 season. In the first place, is the season justified? Bill rests his case for outings on a very pertinent article which we copy from the March issue of “Golfing” written by Herb Graffis. The article follows:

"Let golf not kid itself! Not another thing matters now but winning the war. Not even life itself.

Any American who deserves to be an American can ask himself as Patrick Henry did: 'Is life so dear, or peace so sweet, as to be purchased at the price of chains and slavery? And, like Patrick Henry, answer: 'Forbid it, Almighty God!'

The Nazis in Europe and the Japs in China, in their temporarv roles as conquerors, show as the lowest, most cruel tyrants humanity has seen in its horrible procession of monsters. The slave masters of Patrick Henry's day were sweet and simple souls, comparatively.

We know what the Nazi and Jap record is. We'd be a miserable nation of dopes were we to let ourselves be misled by hope, blind selfishness and inertia to the extent of allowing anything to take precedence over winning this war.

So, if we have the sense we need for self-preservation, we won't think of golf as an essential in wartime.

It absolutely isn't. Neither is baseball, the movies, horse-racing, party politics, night-club floor shows, football, folk-dancing, Miss America contests, bridge, Sunday driving, red toenails, tennis, liquor, radio's gabby commercials, and many other of our current privileges.

The essentials are fighters, food, guns, ammunition, planes, ships, fuel clothing and housing. All else, for the time being, is surplus that we can use in good conscience only when it helps the fight. Golf these days can justify itself only if it does help the fight.

And honestly, definitely, it does.

The human being is so constituted that a change of pace, scenery and mental load is needed to maintain high efficiency. Troops can stay just so long in action, then must be relieved or succumb to exhaustion. There are 16 of us who must work for each fighter. If we keep ourselves under pressure, get stuffy and touchy and haven't balanced our physical and mental activities to keep ourselves in our keenest, strongest producing peak, we've weakened the support of those who are keeping us free.

Your golf this year is not one of those luxuries to be enjoyed in your leisure in a free, secure nation. It's a privilege given you so you can do a better job in wartime. Your golf this year is a luxury you should retain because your troubles with renewed zest, fitness and confidence, you demonstrate that while golf may not be an essential, it's a decidedly valuable surplus factor in helping you do your wartime job."

For a starter, the following dates have been set: MAY 19; JUNE 16; JULY 14; AUGUST 18; SEPTEMBER 15; OCTOBER 13. We are publishing these now so we may cooperate in trying to avoid having other outings you are interested in fall on these same days. Your Secretary has contacted the Michigan Trade Golf Association and we have assurance their golf outings are not on the same days as ours as was the case last year. Bill would like to hear from any golfer who has ideas which may promote good outings this year. As we all realize, there are problems to face that we have not encountered before. Just to mention one—transportation. Any thought you have, give to Bill he's with Western Waterproofing Co., 410 Murhpy Bldg., CA. 9046.
TEAGUE—(Continued from Page 1)

it lacked the same grace. Cars are like people, and in the gay
guenities they were equally uncomfortable and ill at
ease."

The evolution of the automobile has been rapid, Mr.
Teague said. By 1932 it was possible to prophesy what
form it would take, and he showed slides of cars which
he designed at that time, closely paralleling those of
the present. He took time out to say that he believed the
design of the present Lincoln Continental to be the best.
This, he said, is typical of what we think a car should be
undergoing this change.

Architecture is the mother of the arts, Teague said, as
he showed a slide of the old Waldorf Astoria Hotel, built
about 1890, which he said exemplified the highest degree
of putting on “everything in the book—a designer’s holi-
day.” It was replaced by the Empire State Building, rep-
resenting a complete change in the concept of architecture,
and an enormous step in its progress.

“Today, the designer studies the mass first, and the rela-
tion of parts to each other, even the relations of buildings
to each other, as in Rockefeller Center. World’s Fairs are
interesting barometers, beginning with Paris in 1900 and
down to the last one.”

The speaker illustrated his point by showing a slide of
the Ford exhibit at the New York World’s Fair, which was
designed by him, for functional operation. A building
should be considered as a machine designed to do a job,
said, and details should be considered afterwards. Minor
ornament should be secondary to the play of line and form.

He illustrated homes of the early “ginger bread” age of
uncertainty, that tried to make up for by assertion what
they lacked in character. Today we build more simply, he
said, for we are more sure of ourselves, and so we build a
machine to live in. We build, not for display, but with the
logic of sun and air and simplicity, as a house should be.
The change he attributes largely to the ease of travel and
exchange of ideas. We no longer try to impress but find
new sources of beauty through simplicity and the inter-
play of line surfaces and masses. Even when we become
magnificent we are not pretentious, he said, but retain
dignity and harmony, with which we are comfortable.

Mr. Teague showed pictures of heating plants, “before
and after,” to illustrate the emergence of order; also baths
and kitchens in homes. The kitchen today is a laboratory
for preparing food, he said. To the store building also has
come order, and to the cash register, the gas station, trains,
buses, etc., as buds swelling to indicate promise of fruit
later on.

He showed a slide of the Triborough Bridge in New York,
and its approach, as an indication of what is taking place
in this field—a symbol of organized transportation. This,
he said, is an indication of what we are going to see more
of in the future, a great job which awaits us after the war.

Mr. Teague showed illustrations of buildings designed with
steel frames on the outside instead of the inside, making
use of the maximum of efficiency, with definite aesthical
impressions new in the world of today. He pictured high-
ways, not merely as avenues of hot dog stands and bill
boards, but as parkways, beautiful, and delightfully plan-
ned, as well as efficient for travel.

Housing he places at the top of our problems of the
future. Present housing he says was built for an age that
is past, yet millions of families continue to live in it. The
problem is now being looked at from the standpoint of
reasonable planning and rational sensibility, he said.

W dwellings of the future will come off the assembly lines,
and not merely as part of the production of a team of
handicraftsmen, but as part of the production of a team of
artists, who would be able to produce a building so
beautiful that it would be an art work in itself.

Regarding the immediate future after the war Mr. Teague
believes that aviation will come into its own in a big way.
The vast expanse of facilities, such as landing fields, he
believes, will bear this out. The vast number of trained
pilots, nearly one million, will be devoted to civilian use.

Both passengers and freight will be carried to a much
greater extent and an important influence on our lives we
result, he states.

On colonial architecture he commented that it was
good expression of that era, but he does not believe at
more should be built. The difference in conditions between
that period and the present do not justify it, he said. For
instance, he cited the facts that in those days heating was
done by fireplaces, there was no plumbing and cooking
was done in an open fireplace.

“It is possible to take such a shell and torture it into
modern needs,” he continued, “however, if we take ad
vantage of the technological advance we should be able
to approach the problem much better without such restric-
tions.

Regarding Government participation he said that we as
faced with more of this than ever before. However, he
stressed the point that all of the great improvements of
the past have come from brilliant individuals, and not from
Government bureaus. He believes that Government should
step in where private industry fails to solve a problem,
as in slum clearance. Mr. Teague does not believe in group
action in the creative field. He says one should think for
himself and act for himself and that free enterprise should
be preserved.

Concerning wood as a building material the speaker said
that it is the only continually renewing material. Coal
and iron and all of the others, he said, are fixed supplies, will
wood, if not ruthlessly used will last forever. It has beauty
and variety and readily responds to craftsmanship, he
speaker added.

As to the elimination of poverty, Teague claims to be
an expert, but he pointed out that the mere supplying of
food, clothing, education, living quarters, and the normal
requirements of our population on even a decent standar
of living would require the work of every American citi-
en. If this were maintained, he said there would be no
such thing as poverty. The vaunted high standard of liv-
ing in America, he added, is an ideal and not a reality.

The speaker touched upon new materials, such as plastics
but said that they were in their infancy. “We are just at
the threshold of vast expansions through the war program,
he said, “and we will see the day when houses will be
built of plastics, even to the walls, and all. Mr. Ford ha
built an experimental automobile body of plastics, which
in many respects is superior to steel.”

Asked if the so-called modern architecture is not too
extreme for homes, he replied that it only seems extreme
at present, that it will soon be considered typical. “We are
never static,” he added, “our architecture merges from one
period to another.”

Skyscrapers, he believes, justify themselves in certain
cases, but can be misused. “They have been used to crowd
more people together, whereas they should be used to free
the ground for other uses. Suppose you have a 20 acre plot
on which to house 400 families. The sensible conclusion
would be a skyscraper, leaving plenty of unoccupied area
rather than to spread them all over the lot, leaving no
play spaces.”

Mr. Teague concluded that the world will never again
be the same as when Hitler invaded Poland. “We will not
turn to peaceful activities right away,” he said, “but when
we do there will be an entirely different economical and
social condition. These changes will be important to the
architects, and they might as well begin thinking about
them now. The housing being built for war workers will
not solve the post-war problem, for they are mostly of a
temporary nature, and in locations where they will not
be needed. We face the building of a new world.”

Charles D. Maginnis of Boston has been chosen as this
year’s recipient of the gold medal of the American Irish
Historical Society. The medal is awarded annually to a
distinguished American of Irish blood. Mr. Maginnis was
chosen this year “in tribute to his eminence in architecture
and art,” James McGrinn, president-general of the society,
explained.
Concluded on Next Page
The ventilators in conventional wood sash have well-known disadvantages, whether double-hung or pivoted. They expand in wet weather and contract when the atmosphere is dry. Hence, they stick and are difficult to operate when it rains and humidity is high, or they are too loose when the weather is dry.

"Victory Sash," has borrowed its ventilator from steel sash which, through years of development, has reached a high degree of perfection. The steel ventilator designed for use in wood sash is made complete with hinges, pivots, slides, push bar and chain pull. It can be adapted to gang, hand or motor operation.

The amount of steel involved in the ventilator, by comparison with the amount of fixed wood sash in a given building, is so small that it can hardly be considered a drain on the steel supply.

A decided advantage offered by this type of ventilator is that at any future time, when realignment of a manufacturing operation calls for more ventilation, this can be achieved without any difficulty at all. The light wood muntins can be removed. And a standard ventilator can be installed without any further changes whatever.

"Victory Sash," it is pointed out, was developed primarily as a substitute for steel sash, but should have many logical uses after the war. For one thing, it would serve well where severe acid conditions prevail. And wood, properly maintained, withstands better than steel the effects of salt air.

The new sash is ideal for use in factory or office partitions. It has sufficient strength, under ordinary conditions, to extend up to extreme ceiling heights without reinforcing. When in use as a partition the lower portion of a section of "Victory Sash" can be glazed with plywood or similar material. Or where flush partitions are required, plywood can be fastened to both sides.

The sash is of sufficient thickness to accommodate doors, with millions serving as the door jamb. Each door unit replaces a sash unit. The door and the sash can be readily interchanged.

"Victory Sash" is easily adapted to black-out requirements. Sheets of plywood can be fastened to the outside of the sash, with sections cut out to accommodate the ventilators. The ventilator units, themselves, can be given black-out treatment by means of various approved methods. Thus, ventilators can be operated except during periods of air raid alarms.

Because it is secured directly to the wood in the sash, the plywood is very close to the glass. Thus, in the event a bomb exploded nearby, the plywood would absorb the main shock and there would be a minimum of flying glass to endanger workmen. The plywood can be painted on the outside in camouflage colors. And its inside surface can be covered with a light reflecting paint.

Wood sash may not be cheaper to fabricate than steel sash. But since large quantities of steel may thus be released for vital war purposes, the Government now requests the use of wood sash in industrial buildings.

Bulletin:
Your cooperation and the generous expenditure of your time in aiding us in contacting technical men for our Defense Project here is heartily appreciated by

Very truly yours,

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and

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C. J. Whitney Chief Architect

MacCORNACK—[Continued from Page 3]
material things used in our civilization. One of the biggest businesses of the future will be the mass production and prefabrication in the housing field. I am not talking about package houses, I am talking about prefabricated sections and portions of buildings which can be utilized in any type of design the architect desires. The assembly of a bathroom in a house, with all its piping, is an appalling matter. Dozens of joints, many variations in the shape and in the field have made this one simple process a complicated and costly matter. Bathrooms and the sections of the kitchen which require the work of the plumbers can be fabricated in the factory and shipped to the job and quickly installed. This whole prefabrication field is developing very rapidly and bids fair to becoming one of the great new industries of the future.

We now come to the question of a method of organizing and introducing a long-time program of reconstruction. Those of us who have observed legislation in the Congress have been struck by the fact that various organizations appearing before legislative committees on housing and other bills having to do with the construction industry are not organized in their approach and too often are there for what may often be described as selfish interests. The problem is so great and so far-reaching, so all-inclusive that it is suggested that a nation-wide organization be formed which would create a public opinion regarding important matters in the reconstruction program. All elements should be represented. Here are a few of the organizations suggested for the cooperative movement:

United States Chamber of Commerce
American Bankers Association
National Association of Real Estate Boards
Buildings and Loan Associations
Savings Banks
American Medical Association
American Bar Association
American Institute of Architects
All of the Engineering Societies
Insurance Companies
National Manufacturers Association
Buildings owners and managers and apartment-house owners
Women's Clubs
Neighborhood groups
Taxpayers Associations

The purpose of this group would not be to make any more plans or any more reports, but to find ways and means for sifting the facts and being responsible for action. All ready in several cities one or two organizations of a similar nature have been started and these, of course, would be necessary as subsidiary sections of the over-all national group, because their responsibility would be in the matter of state legislation, local legislation, and the actual work of getting the program under way in their own localities. There would be complete and sympathetic collaboration between these groups and the government agencies, both national, state, and local. Good legislation would be supported and bad legislation defeated.

This suggestion is the backbone of the reconstruction program now being considered by the American Bar Association. It is further suggested that meetings with the Royal Institute of British Architects will probably be necessary, when the times are more suited to such meeting, to discuss the reconstruction problems of Europe and the Orient because it would be seen that American industry, including its architects and engineers and finance groups, must play a large part in bringing order out of the chaos which must follow the war.

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Housing And The War Program

A Radio Talk by Wells I. Bennett, Dean College of Architecture and Design, University of Michigan

Recognition of housing as a matter of public interest is something relatively new in America. At this particular time housing is a critical factor in the war effort.

First, what is meant by housing? It does not mean your family or my family building or renting a house which will probably be our permanent home. Housing today has to be considered an essential commodity which must be made available in relation to one's earnings and place of employment. It remains the center of the family, but it is also a necessity due each member of society. This industrial age has imposed conditions beyond the control of the individual.

Modern movements of population have tended to move toward cities and toward particular industries as such industries come to the front in our national picture. The rise of the automobile industry and its effect on the expansion of such cities as Detroit and Flint is an obvious example. This general urban trend, changing with the rise and decline of this industry and that, has left houses empty in rural districts and has brought a deep depression to those cities whose families have moved away to better employment elsewhere. The whole movement is bad at both ends as regards housing. The booming town finds its housing accommodations totally inadequate, and congestion results. The decaying town, often bankrupt, is no longer able to maintain its standards as to public and individual neighborhood upkeep. Slum conditions are likely to arise in both cases.

The New Deal housing program, including such agencies as the Federal Housing Administration and the United States Housing Administration is a response to this problem. It recognizes a public obligation. This is our present housing background. War times accelerate the movements of population just mentioned and magnify the housing problem. In the first World War, accelerated industrial production brought corresponding concentrations of workers. The Government at that time backed construction of houses through the Shipping Board, the Ordnance Department, and the U. S. Housing Corporation. Industrial towns such as Bridgeport, Connecticut, had outstanding developments. This war housing provided 16,000 family units of permanent construction. Now with a still greater war existing industrial cities and plants are being expanded, in some cases doubled or tripled; additional labor is flowing into defense areas; and housing for these new families is already at a premium. Besides such expansions, many great wholly new industrial plants have been created out of whole cloth, so to speak. A great ordnance plant such at that at Charleston, Indiana, which will employ tens of thousands of workers, may rise in rough open country, scarcely marked by a single farm-house. Or in Michigan a great bomber plant such as that at Willow Run, near Ypsilanti, may be created on open farm land normally supporting a meager agricultural population. A year from today the Willow Run bomber plant will be employing over one hundred thousand workers. In the production of bombers or the other prime necessities of war, labor is even more indispensable than are the metals of which bombers are made. The sole object of one of these great factories is production. To obtain production, the workers and their families must have decent and comfortable housing in which to live. Today in the Willow Run area that housing simply does not exist. The total number of dwellings built by the Government in the last war would be but a drop in the bucket. This war housing provided 16,000 family units of permanent construction. Now with a still greater war existing industrial cities and plants are being expanded, in some cases doubled or tripled; additional labor is flowing into defense areas; and housing for these new families is already at a premium. Besides such expansions, many great wholly new industrial plants have been created out of whole cloth, so to speak. A great ordnance plant such at that at Charleston, Indiana, which will employ tens of thousands of workers, may rise in rough open country, scarcely marked by a single farm-house. Or in Michigan a great bomber plant such as that at Willow Run, near Ypsilanti, may be created on open farm land normally supporting a meager agricultural population. A year from today the Willow Run bomber plant will be employing over one hundred thousand workers. In the production of bombers or the other prime necessities of war, labor is even more indispensable than are the metals of which bombers are made. The sole object of one of these great factories is production. To obtain production, the workers and their families must have decent and comfortable housing in which to live. Today in the Willow Run area that housing simply does not exist. The total number of dwellings built by the Government in the last war would be but a drop in the bucket. The problem of providing this necessary shelter is critical, for in this area housing is absolutely essential to the national defense.

Let us consider the magnitude of the housing problem involved in this one plant at Willow Run. The more than 100,000 workers will mean with families 250,000 people or more. This, aside from those who will furnish the necessary housing, would mean the building of a city of 250,000. Such a city has never been created out of whole cloth as in the Willow Run area. Yet this is the common experience of our industrial towns and cities today. It is the experience of all other war emergency urban areas in which the movement of population is a critical factor in the war effort.
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WEEKLY BULLETIN
Society Board Meets in Grand Rapids
Hears Talk on Safety

The board of directors of the Michigan Society of Architects met at the Hotel Pantlind in Grand Rapids on May 12, at 4 P.M. Matters discussed included arrangements for participation in the A.I.A. convention to be held in Detroit, June 23, 24, 25. Delegates from the Society will be President Palmer and the presidents of the seven divisions. It was announced that the Producers’ Council of Michigan will hold their regular luncheon meeting at the convention on Tuesday, June 23, at which Roger Allen will be toastmaster. This will be in celebration of the 21st anniversary of the Producers’ Council, Incorporated.

It is expected that the M. S. A. will entertain with a cocktail party for delegates from State Societies late in the afternoon of Monday, June 22.

Kenneth C. Black, chairman of the Michigan Joint Committee on Unification, announced that Matthew W. Del Gaudio, State Association Director of the Institute, will be invited to meet with his committee prior to the convention’s opening.

The board decided tentatively to hold a director’s meeting at the Grand Hotel on Mackinac Island in August. Other directors meetings for the coming year will include Detroit in June; Battle Creek, October; Ann Arbor, November; Saginaw, January, and Lansing in February.

At 7 P.M. the directors met jointly at dinner with the West Michigan Division, at which Emil Zillmer presided. Mr. Ross Farra, chairman, Grand Rapids Safety Council and chairman of Western Michigan National Committee for the Conservation of Man Power in War Industries, was the speaker. For the past 15 years he has been identified with the War Production Board. In the Western Michigan area. The speaker emphasized the importance of this work and told how architects can help in designing buildings with safety in mind.

Paul R. Marshall of the Producers’ Council of Michigan urged Grand Rapids architects to attend the Institute convention in Detroit and extend a special invitation to the Producers’ functions.

Annual Meeting Central Division M. S. A.

Having been given a full month after the convention to recuperate, and being somewhat allergic to the blandishments and political chicanery of the “officers incumbent,” the membership of this august body, moved on the 20th of April, select, appoint, elect and affirm the same damn bunch into office for another year; said “bunch” being, Art Zimmermann, President; Carl Kressbach, Vice-President; and Jim Stewart, Secretary and Treasurer. Such a “job lot” of ward healing has not been uncovered since Boss Tweed and his gang held sway. Some mutterings of Grand Jury, etc., were heard, but were soon subdued by the dulcet murmur of Pres. Zimmerman calling the meeting to order and rapping his gavel sharply on the head of the chief disserter.

Ward Boss Langius, sans blacksnake whip, reported his past year’s duties as walking delegate on the Board of Directors, not forgetting, of course, to admonish the new Director, Carl Rudine, on the higher flights and more subtle manifestations of the art of directorship.

Not to be outdone by a mere has-been, incumbent Stewart stumbled through a report of the Secretary and then copped it off with a Treasurer’s report, Ken Black, not wishing to commit himself as to whether the convention spent in the hole $17.00, or showed a $17.00 profit, failed to show up. We trust ere the next meeting rolls around Ken will have established this fact.

“Old Faithful” Sammy Sampson threw caution to the winds and used up some of his tires to drive over from Jackson, as did R. V. Gay, who made it from St. Johns. Others who feared to stay away lest they be elected to something, were, Harris, Slow, Rosa, and Ackley.

It was agreed, supported and passed that this Division accept Stan Simpson’s gracious invitation to have another meeting at Skunk Gulch. This meeting will be an open meeting as before with guests invited, and lots of eats.

Apply H. Augustus O’Dell
802 Donovan Building.

BULLETIN: Thank you so much for the Weekly Bulletin of the Michigan Society of Architects. You were indeed remarkable to have remembered a verbal request given in such informal surroundings in the Institute Garden.

A number of art students at Wayne University were influenced by the article on Teague to go to hear his lecture at Central Methodist Church.

HELEN J. COOLEY
Assistant Supervisor
Art Education, Detroit Public Schools

Dear Mr. Hughes:

We gratefully acknowledge receipt of copies of letters which you sent us in response to a request by telephone from our Chief Architect, Mr. Victor C. Adler, for applicants for positions.

We are enclosing with this letter a copy of one of the letters sent by us to one of the applicants.

We would appreciate your posting or otherwise giving some prominence to this letter in connection with local applicants for positions.

Very truly yours,
Raymond M. Foley
State Director

Dear Mr—

Our Chief Architect Mr. Victor C. Adler, asked Talmage Hughes for the names of architects or architecturally trained persons who might be interested to work for us.

In response to that request, Mr. Hughes has suggested your name. This letter is to determine whether you would be interested in working for the Federal Housing Administration, provided, of course, that you are able to pass the educational, and experience examination requirements.

Positions now open pay approximately $2600.00, per year. The work consists of examination of drawings and specifications of residential structures to determine acceptability for mortgage insurance and the inspection of houses under construction for compliance with Minimum Construction Requirements.

If you believe that this work would be interesting to you, we suggest that you write directly to our Chief Architect Mr. Victor C. Adler, setting forth briefly your education and experience, and if qualified, we will be glad to send you formal application blanks.

Very truly yours,
F. H. A.

At the annual meeting of the Student Branch, Detroit Chapter, A. I. A., held on May 1, at the College of Architecture, University of Michigan, Walter Laitala was elected president, Garfield Loity, vice-president, Susan Gordon, secretary, and Belva Barnes, treasurer.

Mr. Norman L. Irwin of Hanks & Irwin, Architects, 2890 Bloor Street, West, Toronto, Canada, writes that his firm is designing the municipal offices and fire hall for a town of approximately 15,000 population. They would be interested in knowing of similar buildings which have been erected in recent years in small towns adjacent to the border. Architects knowing of such buildings that might be of interest are requested to communicate with Mr. Irwin.
sities of life: food, clothing, garaging, and recreation to the workers' families. This means a city larger than Grand Rapids. Of course, the problem is not as direct as that. Many workers will commute from areas within a radius of twenty miles or even further. Expansions are already occurring in these communities which might be regarded as satellites of the bomber plant. Even so, terrific problems arise as to housing requirements for a plant already beginning to get into production.

Upon a moment's thought it will be conceded that in the interests of efficiency the war-defense workers must have housing convenient to work. This phrase "convenient to work" is packed with a headache for the planner. It has been argued that the American worker, especially in the Depression, is accustomed to range over that area with little concern as to the number of miles between his home and his place of employment. This may have true during the boom years of Detroit's automobile development, but it is not reasonable today. Our roads and railroads are already jammed with war transportation. More roads are being built, but it seems likely that they also will be too busy. Finally, as the last straw in the transportation problem, and new in this particular war, there is the shortage of rubber. Unless a supply of rubber can be found or manufactured, or some better means of mass transportation is immediately made available, the phrase "convenient to work as between home and factory" now means a much shorter distance than in the happier days of plentiful cars, rubber, and gas. Busses have now been put on between Ann Arbor and the bomber plant. Other lines centering on the plant are being added. There seems a fair prospect that such bus lines can be supplied with rubber. The new trunk roads to the plant will also be helpful in meeting the transportation problems. Even so, with regard to Willow Run for instance, it is imperative that new housing be supplied relatively near the plant. Time is so painfully important in all our war plans because production of munitions is required at once. In considering housing, therefore, we are as short of time as we are of rubber in transportation. Neither expanded towns nor wholly new housing communities can be comfortable or safe as regards public health without modern water and sewer systems. The construction of these public utilities takes time. The construction of the houses themselves, whether single dwellings or apartments, likewise requires time. It is indeed late, and we must make plans immediately and put them into effect immediately.

What is so painfully important in all our war plans is that communities of houses built to serve war industries will become ghost towns after the war. With certain specialized industries such as the making of explosives, this would seem a rational conclusion, but with permanent plants readily convertible to peace-time use there is a good chance for the future, and we must take that chance. Good factories with good housing about them should have a preferred standing after the war; the better these are planned at present the better will be their chance of survival. In any event, our immediate situation requires the housing, and we must make plans that all cities, old or new, will be ghost towns if we lose the war.

With this pressing need for adding to our supply of housing, what are the prospects? These are essentially two, expanding existing towns, or building new communities. Ideally, we should build new communities, near enough to the great munitions plants to be readily reached by bicycle or with busses if they are available. Probably the site should be at least three miles from the plant to insure safety from bombing or sabotage. Since plants such as Willow Run are already located, ideal sites may or may not be available and the possibilities have to be explored. We would first have to determine whether adequate water can be obtained and whether sewage and storm water can be disposed of. It is worse than useless to plan a new town unless these public utilities can be provided.

Direct road systems leading to the plant should be constructed if they do not exist. The necessity of extra roads is imperative since present roads are likely to be inadequate in any case. It would be assumed that schools, churches, retail centers, theaters, and community buildings would be included in the definition of housing. Like streets and sidewalks, these things are part of housing and community planning. Parks, school playgrounds and so on important consideration in site planning. Recreation is essential to the workers as to physical health and morale. If hours are long, parks and games must be more readily available. These facilities are, of course, likewise necessary for the families of the workers, especially the children. The financing and development of new communities would have to be carried through by the Federal Government. Parks and playgrounds, of course, are an important consideration in the development of the houses themselves. We would have to assume that these would be of somewhat varying unit sizes to accommodate different families, with a majority of two bedroom dwellings. Both rental and purchase should be permitted. A majority of the occupants of the new communities would prefer single houses, though they will not be anxious for large lots. Others would readily agree to semi-detached or twin houses, providing rents are lower. Many would prefer apartments for economy and because of freedom from housekeeping cares. A variety of groups should therefore be included. All dwelling units should be planned to make housekeeping easy and to provide air and sunlight to each room. Accessories and equipment would be simple.

A much discussed alternative to a definitely new community or communities is the expansion of existing cities or towns. The towns of Willow Run, Inkster, Ypsilanti, Ypsilanti, and Plymouth are within a fifteen-mile radius, as is Ann Arbor. These town have outlying areas subdivided before the Depression. These lots have long lain fallow awaiting a recovery which did not come. Some of the lots are already serviced by water supply and sewage lines. This would appear to make them quickly available for construction. If the central water supply plants are subdivided over Willow Run, or if they are to be enlarged, the prospects are that much better. If streets and sidewalks are in good condition, there is still more to be said for this plan of housing development. It is particularly adapted to the location of single houses to be sold to workers rather than rented. Expansion of these and similar towns may work out economically and permit the production of a moderate amount of housing quickly. Private builders have a good opportunity here. Some disadvantages, however, must not be overlooked. If the problem be attempted by absorption of existing lots, the subdivisions may have been so poorly placed and planned that we cannot expect to create a good home community or a good investment.

If the proposed expansion is to transform an existing small town into a city, the water plant might have to be entirely rebuilt, or in the Detroit area it might be necessary to go to Lake St. Clair. The sewage disposal plant would probably have to be enlarged. Such critical questions should, of course, be settled before extensive building is done. Furthermore, it is likely that the schools of the town, the width of important streets, the public buildings, and the recreation areas would be entirely inadequate to the needs which will now appear. The patterns set up are either almost without plan or have been conceived as those for an older day and a small town.

In most extension projects, subdivisions are too often found to have been platted on the basic principle of getting the most out of land in little lots, with no concern for the best use of the land or organized community life. The lots once platted, however, can be converted to better patterns of community standards only with great legal difficulties. Such developments, therefore, are of a compromise nature. If single houses are required, they may give quick answer, but they do not promise so well for the war days as they are new dwellings in an out-of-date pattern.

Temporary housing and barracks for single workers have been proposed. They may be necessary as supplementary housing in our present emergency. They are not housing...
such, however, and I shall give no time to them. Housing for defense should in general be permanent planned housing.

In conclusion war housing may be obtained in several ways as follows:

1. Improved roads and common carriers, such as busses, to enable people to commute to work from their present homes.

2. New communities within three to five miles from the plant. In this area these might range from 1000 to 10,000 units in size.

3. The expansion of present towns nearest such plants as Willow Run with planned layouts which will make these additions to existing towns real improvements toward better housing.

4. Temporary dwellings and barracks or dormitories, to be used for quick emergency use, so built that they will be short-lived only.

Many people, whether or not directly concerned with the housing problem, have taken a stand for one or the other of these plans for defense housing. In many cases however, and certainly in the Ypsilanti area, I should like to emphasize that all the housing that can be built by all the means that can be used will still not be enough. If private groups build all they can, if government builds all it can, the bomber plant workers in April 1943 will still be short of housing. Whatever your preference, promote it with all your might, but don't oppose other means. They will all be needed.

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