Architecture of The Mid-Twentieth Century

By HENRY-RUSSELL HITCHCOCK, A Lecture at the Detroit Institute of Arts, October 16, 1945

WITH THE WAR ENDED, the most significant fact for modern architecture would seem to be that we are now in the middle of the twentieth century. Brief though the war was for America, this simple and obvious fact serves to separate the post-war period earlier part of the twentieth century singularly worried about questions of time and the pace of contemporary stylistic development, and as a result of earlier part of the twentieth century. In its relation to architecture the early twentieth century seems to have been served to separate the post-war period from the pre-war period which was still in continuous sequence with the.

In its relation to architecture the early twentieth century seems to have been perpetually debated in terms of up-to-dateness or modernity. Was such and such a modern architect in the sense of the European “International Style,” or were they only “half-modern”? Was such a building too advanced or not advanced enough? Were traditional materials out-of-date and was there a sign of reaction? Were only certain types of articulated structure, whether ferroconcrete or metal, to be considered truly modern?

Such were the questions which architects and writers about architecture (and indeed many laymen as well) perpetually disputed over in the period between the beginning of the century and 1939. It seems to me that now we are in the middle of the 20th century most of these issues can already be considered dated.

Only in a few cultural backwaters, such as the world of the American colleges, are traditional styles still seriously considered as appropriate in post-war building. It was a shock to me the other day in Princeton to see the Gothic gymnasium, burned during the war, rising again in Gothic style, and to hear that the various architects who have been concerned with the new library, now being planned, have all run up against the insistence of the college authorities that the exterior design shall be Gothic.

But nowhere else but in the colleges I think are such attitudes maintained. Whether the architects call their little houses “Cape Cod” or “Regency” has little to do with their actual style which is almost always contemporary, inhowever fashionable a fashion.

So that now we are in the middle of the 20th century, in considering architecture seriously we need hardly discuss what is modern and what is not modern and how modern one should be and all the supposed dilemmas concerning the choice of types of construction and building materials in terms of their up-to-dateness. The choice of building materials, for example, particularly since edifices employing the new synthetic materials have now been standing long enough for us to learn their maintenance problems both practically and visually, has little to do with their being more or less up-to-date. It is essentially a question of maintenance.

The advantage that the supposedly traditional building materials seem to retain is that they are often able to grow old gracefully, which is, alas, rarely the case with many of the newer materials which were introduced with such acclaim during the past 25 years. It is not that such materials should not be used, but that they should be re-studied and perfected in the light of maintenance experience.

In many cases, indeed, wartime technical developments, as with plywood, although they took place in the aircraft industry, or some other non-architectural field, may well prove applicable to the improvement of new materials for architectural use today. In inexpensive construction particularly it is evident from the present state of many prewar and wartime housing developments that the use of inexpensive methods of construction and surfacing materials can be dangerous indeed.

I should hate to prophesy that our model housing of the prewar period would deteriorate into slums as do much of the model housing of the 19th century, but, alas, some of the earliest public housing developments have already a rather dismal air now that their newness has worn off. It is not altogether unfair to say that only the rich can afford cheap construction, since only they can be expected to pay for frequent and elaborate rehabilitation.

Although it is obvious that much existing housing can be humanized and made more sympathetic by additional planting, the wellknown collegiate device of shrouding architectural errors in ivy is at best a makeshift. Therefore, I hope that the middle of the 20th century will find us more critical of the probable lasting qualities of materials and particularly the surface materials of our large-scale inexpensive building.

Why, one wonders, was the development of prefabricated construction in metal and wood, which was well advanced in Victorian England, cut short after the mid-century? My guess is that after a few years the structures, which had mostly been shipped to the tropical ends of the Empire, were too obviously under the difficult, if not impossible, to maintain.

As we are encouraged, because of wartime experience, to hope for further developments of prefabricated and semi-pre-fabricated techniques, which were certainly most successful as used for temporary wartime structures, we must give particular consideration to problems of maintenance lest a good idea be run into the ground again by popular reaction against a shoddy appearance after a few years.

As the criteria in which we will presumably be discussing architecture in the next decades will probably not be stylistic since, like the middle ages we are coming, for all the variety of our technical means, to have essentially only a single acceptable way of building, what other criteria than those of up-to-dateness can we use in considering building problems and architectural qualities?

It seems to me that when one removes the element of more or less modernity from modern architecture and considers all the architecture since the beginning of the century which has a good right to be considered modern since it is clearly not a mere continuance of 19th century historicism, we can distinguish between main types of work which are, in general, the product of two different types of architect or architectural firm. On the one hand we have the architecture of bureaucrats, (See HITCHCOCK—Page 3)
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frequent painting, order implicit both in the type of construction and in the methods of production. It is designed—these are the principles which are basic to all good architecture, although they are arrived at in industrial architecture for non-aesthetic reasons, they are not without their aesthetic values.

It is hardly necessary for me to illustrate with slides here in Detroit these qualities in modern factories. I only wish they were equally evident in other types of 20th century bureaucratic architecture. Unfortunately in housing the problem of scale confuses the issue. Factories are not built to the human scale and, therefore, expects them to be cozy or warmly sympathetic. The most one can ask from the human point of view is that they provide physically comfortable working conditions and all the time we seem to discover that more aspects of the physical environment that might seem to be purely matters of decoration, the use of colors and such things, are found to play a part in increasing human efficiency.

The entrance of women into more and more types of industry will doubtless not bring back the curiously idyllic conditions in the Lowell textile mills of one hundred years ago where one of the girls read to her fellow-workers the novels of Dickens and the essays of Emerson as they tended the looms. But it has certainly increased the recognition of the fact that even the more elaborate amenities in factories offer returns in quality and quantity of production.

In housing, on the other hand, the very technical virtues of large scale planning and repeated units of construction humanize, and while the architectural eye is better pleased by the order and clarity of large scale development, it is understandable that the individual dweller may frequently hanker after the fleshpots or, should I say, the flowery errors of his home of his own, as superficially different as possible from that of his next-door neighbor.

It is unlikely that we will turn the Americans who are to be housed in large scale developments into 18th century English aristocrats, proud to live in the dignified anonymity of a Georgian square. It behooves the bureaucrats, therefore, to provide in public housing some of the spiritual amenities for the individuals. But the new community buildings such as those at Center Line provide for the small community as a whole.

GRAND RAPIDS CHAPTER MEETING

Grand Rapids Chapter, A.I.A., is scheduled to meet jointly with the Lansing Engineers' Club on Tuesday, November 8th, in Lansing.

An exceptional man has been obtained for this meeting; Arthur J. Boase, a special editorial representative of the Engineering News-Record. Mr. Boase conducted extensive investigations during the summer of 1944 in current design and construction in Brazil, Argentina and Uruguay. Articles covering his investigations have appeared in the October 19, 1944, April 19, 1945, and June 28, 1945 issues of the Engineering News-Record; and his articles are reviewed in the September 19, 1945 issue of PENCIL POINTS.

He will speak on "Building Design and Construction in South America," and he will illustrate his subject with the views of outstanding structures and construction operations. We have been fortunate in obtaining Mr. Boase for this meeting; it is his first appearance in Michigan, and after reviewing his book for the next several months it is probable that he will not get back in this territory for some time.

SAGINAW PLANNING CHIEF ON ASSOCIATION'S BOARD

Robert B. Frantz, Saginaw architect and chairman of Saginaw's municipal planning commission, was elected a director of the Michigan Association of Planning Officials at its initial meeting recently in Lansing. George F. Emery, Detroit city planning director, was named chairman of the organization.

Russel O. Keenig, secretary of the Saginaw city planning commission, attended the meeting with Frantz. The group was organized for the exchange of information and to encourage public interest in community planning. It will have annual meetings in October and the directors will meet three times a year.

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DETROIT'S FUTURE

The Third Discussion Series on Detroit's future opens at the Main Library, Woodward and Kirby, Tuesday, November 13, at 8:00 p.m. Sponsored by the Detroit Public Library and the Citizens' Housing and Planning Council of Detroit this series of meetings: DETROIT'S FUTURE IS HERE will continue on three successive Tuesdays, November 20, 27 and December 4. At the November 13 meeting the topic will be: You and the Master Plan. Technicians who worked on the Master Plan will explain it to you. The Chairman will be George Emery, Planning Director, City Planning Commission. Edward D. Connor, Executive Director, Citizens' Housing and Planning Council, will lead discussion among the following: Leo Nowicki, Assistant Director, City Planning Commission; Julian Tarrant, Chief, Master Plan Division, City Planning Commission; and Armin Roemer, Land Use Planner, City Planning Commission. Come and hear the experts. Let them hear your ideas and suggestions. Admission is free.

SAMUEL C. ALLEN, architect, has moved into new and larger quarters at 204 Bearinger Bldg., Saginaw, Mich.

CHRISTIAN W. BRANDT has reestablished his architectural office at 201 S. Center St., Royal Oak, Mich. The telephone number is Lincoln 2-6110.

PHOTOGRAPHS

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Hitchcock—(Continued from page 1)

I mean no evil connotation in using the word bureaucrat, nor do I even necessarily mean merely the architectural products of government agencies, though in the past, to be sure, the work of government agencies ranks high in this sort of building. No, to me an even more characteristic field of bureaucratic building is the industrial architecture and the typical example of bureaucratic architecture is the great Detroit firm of Albert Kahn, Inc.

On the one hand, then, we have the large scale architectural, either residential or industrial, which is the product of highly organized architectural offices (which have themselves been characterized sometimes for the manner in which the product is working drawings) and on the other we have the architects who are bureaucrats. In using the term bourgeois I mean no more to beg the question by a necessarily favorable connotation than more to beg the question in the case of the other sort of architecture by calling it bureaucratic, an adjective which to many people has become a sort of swearword.

My friend Virgil Thomson, the music critic of the New York Herald Tribune, insists there has been since Beethoven a genre of music which he calls the fertilization of musical works which they scale and their ponderousness are intended to vie with the symphonies of Beethoven. Its estimation is far from being even a probability that composers who work by choice only in this "masterpiece category" will necessarily produce fine masterpieces. So far is it from being my implication that all architectural products have been characterized some time or another with the word bureaucrat, nor do I even necessarily mean merely the architectural products of government agencies.

It is true enough that the categories exist and probably always have existed. We have had less opportunity to produce worthy monuments, but because of our shorter history have no such opportunities for large scale architecture, whether governmental or industrial, as European cities have in the past, not only because in our brief history we have not had enough time to work for our government but because the areas are so great and so almost certainly dull by providing a focus to the work of bureaucrats, for the state, whether it be represented by a mysterious scientific administration or a more monumental political organ, can only function through such emphasis by a more monumental treatment of the administrative office which are the counterpoise to bureaucratic architecture and which can lift acres and acres of building that is worthy but almost certainly dull by providing a focus of richer and more intense interest, they have fortunately for such necessary focus of interest the many monumental buildings which are the counterpoise to bureaucracy in its own bureaucratic structure.

It is obvious, however, that the English need build no new cathedral in his generation, and the very existence of the Parthenon is sufficient to assure that the English cathedral of the future will not be a building by the other but because they are in a certain sense incommensurable and the mid-20th century needs both sorts.

It is true enough that the categories exist in terms of the work produced and the method of production and it by no means follows that were Wright to handle a large scale housing development or a large industrial plant that the resultant product might not fall in the bureaucratic field, simply because it should be very difficult, if not impossible, to carry through the work of individual artistic geniuses in modern times have succeeded in producing works of genius. In the work of one or two, however, the quality of genius has been widely recognized, and one of these men, Frank Lloyd Wright, is sometimes considered, both by architects and by the public as a sort of Beethoven of American architecture. In this way Wright and his architecture may be considered the perfect counterpart to the firm of Kahn and his architecture. Not necessarily because he was more than a building by the other but because they are in a certain sense incommensurable and the mid-20th century needs both sorts.

The English need build no new cathedral of London at the center of their rebuilt city since, fortunately, Wren's St. Paul's still stands. There is, I think, little fear that Mr. Wright will work on a building of such magnitude in this country, though he might have made a stab at himself at the architecture of individual genius. But on the whole the two classifications remain separate and only become confused where certain clients, seeking a monumentally of architectural expression, which they do not merit, have sought to obtain the services of bureaucratic architectural organizations which they employed for sound practical reasons which vied superficially with the rare works of true architectural genius.

The early 20th century liked to dream of city building but for economic reasons projects such as Le Corbusier or Wright's projects, such as the Imperial Hotel, were blocked. But now, we find that the European cities, which were drastically bombed in the war, are consequently in a position to undertake large scale reconstruction which will practically have to carry on the traditions of the old. Wright's plan for the reconstruction of Hamburg and the conflicting views of the planning office of the city must be immediately considered by the architects who are geniuses. In using the word bureaucrats, nor do I even necessarily mean merely the architectural products of government agencies.

One of the differences among the qualities of good 20th century industrial building. Many of the elements that are thought to give architectural quality to most buildings are necessarily lacking in a large modern plant. To a considerable extent once a sufficient area is covered, with the supports properly spaced, planning in the modern plant largely falls in the bureaucratic field, and the lay-out department revises every Monday morning, since within the covered area necessary, special features such as lockers and restrooms and a lot of furniture are already fixed above the level on which the machine tools and the elements of the production lines are freely and frequently moved about to meet the ever increasing demands. Similarly the continuity of the giant plant over large areas is such that the machine tools and elements of production are so likely to be used more frequently than a housewife moves around her various articles of furniture.

Thus a factory lacks the expressive interior characteristics which are so typical of the big modern building. For example the windowless wall in the plane may be blocked by large machine tools that the sense of space which is so important to the modern building may be, is monotonous. That major element of aesthetic quality in architecture, interior space composition, hardly expresses itself in a modern large-scale factory, filled with subsidiary moveable features, power lines, pipes, etc., as well as blocked by large machine tools that the sense of spatial composition is lost.

Finally, except occasionally for power plant stacks, modern industrial plants usually lack emphasis externally. The attempts that were once made to provide such emphasis by a more monumental treatment of the administrative office blocks, were fortunately being given up even after the war. Although the expression of an office block necessarily differs from that of a production area it is properly as continuous in structural treatment and as internally void and elastic.

But if most of the more characteristic features of the 20th century industrial building from present day factories and will presumably continue to be lacking from those of the post-war period, it is not true that factories are devoid of architectural qualities, nor that they are devoid of aesthetic virtues and vices which permit one to say legitimately that one factory is better than another in other than structural function. But, however, are on the level of amenities. Perhaps the major change in factory design from the late 19th century is the emphasis on the natural lighting, which is often thought to be a blot on the horizon and the area where it was located necessarily blighted, a 20th century factory is often the most visually agreeable object in a large area.

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SHORTAGE OF ARCHITECTS

By ROGER ALLEN, President, Michigan Society of Architects

The following is a talk by Mr. Allen, at the Michigan Construction Industry Council, called by Gov. Kelly, in Lansing, on Sept. 18, 1945

A T THE REQUEST of Governor Kelly, the Michigan Society of Architects has just completed a very rapid but comprehensive survey of the number of draftsmen needed by the profession in Michigan. We were trying to ascertain whether it would be possible to get some of these men out of the service a little sooner, which would be a very fine thing and I hope it can be done to a certain extent. We have discovered that, as of today, the architectural offices in the state need 422 comparison with the building crafts, but 422 skilled architectural men can produce plans representing a high dollar volume of building. As a matter of fact, this represents about 20 per cent of the total men now engaged in the profession in Michigan. Our greatest shortage is in junior draftsmen, because they were comprised of the younger men who went into service.

Of course, I don't think it would be quite right to say that if it comes to a show down between private work and the State work, undoubtedly the State work will get done first. State work is more desirable, for several reasons. You can work with the Buildings and Construction Division, which has acquired a mass of information on materials of substantial aid to the architect. If it is absolutely necessary to get the plans for a State program out at the present time, that can be done, but it may well be at the expense of private building.

As a matter of fact, the thing bothering the architectural profession more than anything else at the present time is a matter Mr. Holden touched on slightly, and that is the matter of shrinkage in the total building estimates due to the fact that building costs are high. In some instances, where the cost is up 100 per cent, a good many private projects are going to be killed.

I think that it might be a very good idea to separate planning from actual construction in the consideration of the State's program. I think that one of the most valuable things about the $5 million State aid program is that it is, in the best sense, long range planning. Many of those jobs are not going to be built immediately, and on all of those jobs the architects and engineers have had much more time to complete plans than they would under ordinary circumstances. That means we are going to get better jobs. Also, the cost might be less, because you might be able to investigate new methods and materials coming on the market in this postwar period.

I think the State would be very well advised to have all the planning documents ready or in the course of preparation, so that the State Administrative Board will be in a position to take advantage of any change. I believe very wholeheartedly that there is going to be a tremendous building expansion in the United States in the next four or five years. But on the other hand, building does not proceed in a straight line; it is a succession of high peaks and low depressions. Anything that the Governor and the State Administrative Board can do to level off those peaks and those depressions will certainly be to the advantage of the construction industry.
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New light has been shed on the subject by an opinion of Attorney General John R. Dethmers. Whereas in the past there has been considerable interchange of architectural and engineering seals, the opinion states this is contrary to the intent of sections 2 and 27 of the Act. The pertinent part of this ruling follows:

"In answer to your first question, we are of the opinion, in accordance with the statutes above set forth, that separation must be made so as to require architectural plans to be sealed by registered architects, engineer's plans to be sealed by registered engineers, and surveys and plats to be sealed by registered land surveyors. We do not believe that it was intended by the legislature that the above terms should be used interchangeably or synonymously."

Watts A. Shelly, Executive Secretary, Michigan State Board of Registration for Architects, Engineers, and Land Surveyors, 307 Transportation Bldg., Detroit 26, Michigan.
P. M. O'MEARA

Patrick M. O'Meara, nationally known architect of Catholic institutions, died in St. Louis, Mo., on Oct. 27, of a respiratory ailment. His age was 55.

An architect there since 1923, Mr. O'Meara also maintained offices in Detroit and Minneapolis. He had designed most all of the newer Catholic buildings in St. Louis as well as an addition to St. Mary's Hospital, a part of the Mayo Clinic, at Rochester, Minn.

Born in West Bend, Wis., Mr. O'Meara was graduated from Holy Angels School in 1904 and from West Bend High School in 1908. He studied with the Department of Architecture at the University of Notre Dame in 1909-10.

After serving for a while as a grade school teacher in Wisconsin, he practiced architecture in Wisconsin, Minnesota, North Dakota and Iowa from 1911 to 1916. He became a junior member of the firm of Damon & O'Meara in Fort Dodge, Iowa in 1916. Six years later he became senior member of the firm of O'Meara & Hills of St. Louis, Minneapolis and Detroit. Since 1939 he headed P. M. O'Meara & Associates of St. Louis, Minneapolis and Detroit.

Mr. O'Meara specialized for thirty years in ecclesiastical architecture. He designed churches, hospitals, motherhouses and colleges throughout the Midwest. His firm received a certificate of merit from the St. Louis Chamber of Commerce for the design of the De Paul Hospital in 1930.

He was a member of the American Institute of Architects, St. Paul Athletic Club and Michigan Society of Architects.
National Construction Situation

By THOMAS S. HOLDEN, President, F. W. Dodge Corp., New York City


I THINK I can illustrate the over all situation by reviewing hurriedly some of the facts that have been brought out here. The last two gentlemen have indicated needs for private construction in the state of Michigan—immediate and urgent needs—of $350 million, plus $50 million of public housing. There is $400 million, with no public ordinary construction in it at all, state or local. 

$400 million is a somewhat larger amount than the total volume of yearly contracts that was ever bid in the state of Michigan at the price levels that prevailed in the particular years for which they were recorded.

This, I think, illustrates the situation the country over. The immediate, urgent needs are probably beyond the capacity of the industry to take care of next year.

You, Governor Kelly, made the statement earlier that the largest percentage increase that the industry had ever had in a given year was 62 percent. I confirm that figure exactly. A 62 percent increase over this year will not give Michigan $400 million in construction in 1946.

That is typical of the whole country. There are urgent private needs for construction of all kinds, beginning with deferred maintenance and repairs, the production facilities which are needed and which have been given a green light by the WPB, and very particularly housing shortages, which are very acute almost everywhere in this country. I have a report of the Citizens Housing Council of New York; they are strongly urging the building of temporary housing to take care of emergency needs.

Our own records of postwar projects planned indicate, for the 37 states covered by our field staff, a total volume of postwar projects of nearly $16 billion. About half of this total, or $7,775,000,000, represents work reported in the design stage. Of that, a little better than one-third is private and about two-thirds is public. We know, of course, that in all these tabulations it has been easier to get large volumes of public work reported than private.

The volume of private work that we have reported is larger than the contract volume for the area we cover than in any of the years 1928, 1929, or 1940. This does not include anything in the way of deferred maintenance, repair projects, and so on, which are primary and urgent needs. It seems to me we have a situation similar to that existing during the war, when WPB, in making construction allocations, had to consider the claims of various agencies, the Army, the Navy, the Maritime Commission, and way down to the small voice of the civilians. Now the industry itself, when we are freed from regulations and restrictions, has to deal with the claims and demands of these many agencies of government and also these private needs.

On the matter of federal policy, I have here an extract from the report issued last June by the House Committee on Postwar Economic Policy and Planning. It speaks of the large volume anticipated in the postwar years in order to meet the total needs of the country, both private and public.

"Under these circumstances, government may be in the position of competing with private industry for its share of the volume of construction materials and equipment that will be available at the war's end. The committee believes it is important to avoid such a competitive race between public and private demand for limited construction facilities immediately after the war."

The report goes on to recommend that the federal government not make any appropriations as aids to state and local governments, because of the fact that they expect a large enough construction volume without a federal aid program. It recommends that state and local government construction should be held in reserve to meet future situations which they do not expect to take place now. I am not only in accord with that but I testified before that committee, stating my belief that the volume of demand would be such that no emergency program was necessary. There is danger of our getting into a boom situation if everybody tries to push everything at once with all possible speed. The pump needs no priming. Pump priming at this stage would be the most dangerous possible course, not only in terms of creating great competition for materials and manpower but also possibly creating a postwar inflation such as we had in 1919-1920, which was very disastrous, but which would be much more disastrous this time. We have talked about four bottlenecks:

(1) government controls, which until two (See HOLDEN—Page 3)
• With our many years of experience and newly-acquired craftsmanship resulting from our war contracts, we are in an even better position to serve on peace-time construction now that hostilities have ceased.

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months ago, there was an obstacle; (2) materials; (3) prices and price controls; and (4) manpower.

Government controls are being released. The material supply situation is much better than one year ago. Until VJ Day we were led to believe that lumber was going to continue critical for quite a long time. Since then it appears that, with the cessation of buying by the armed services and with the cessation of ordering by industry for the terrific war-time housing and crating needs, lumber is becoming less tight and is coming into the market now at a fairly rapid rate. I don't anticipate that lumber is likely to be particularly critical next year. I am told that clay products are now rather more critical than lumber.

With reference to prices, if OPA is able to maintain price controls on materials in this period, prices of materials may not be a problem next year. Prices of finished construction may be a reason why people, both private and public, will hesitate to let their contracts. When bids are received undoubtedly many projects will be postponed by reason of the high costs.

We are watching with great interest the attitude of OPA with regard to ceiling prices on houses for sale. Apparently the prevailing sentiment in Washington is against that. I think it would be bad. We need to relieve the housing shortage; to get supply caught up with demand so that we can get rid of rent controls. At present rent controls are the principal deterrent to apartment projects. Property owners should be free to set their rents in some relationship to the cost of construction.

These first three bottlenecks are much less serious than anticipated. The principal bottleneck is apt to be manpower. It was feared a year or so ago that we might face a terrific unemployment. Now the question is, where are we going to get the men to carry through this construction program. There are also closely related questions. What will the wage scales be? Will we have as much in the labor field and work stoppages? I do not know the answers to these questions. I know that manpower, particularly skilled building craftsmen, is going to be a very critical factor during the early stage of the revival of building. At best, we cannot carry through the total private and public program that is planned in this country.

I think this yardstick is going to have to apply to everyone trying to put through a project. The urgency of need should determine what we do. If the need is urgent, we do not have to be quite as concerned over cost levels. Furthermore, there are certain other things to be considered. We probably can go ahead at this time faster with the types of projects that use principally common labor—highways, for instance. I think projects that require high quality materials and workmanship probably would do better at a later period than in the next few months. We know that the war has brought about a deterioration in performance.

In 1942 the industry was faced with stepping up its production to meet the needs of war construction. We turned out a volume of construction that year larger than in any previous year in the country's history. The country's needs including war housing were met in a highly satisfactory manner. Manpower was recruited fairly rapidly. This was possible because a great many projects were not of the exacting nature such as cantonment buildings, etc. Thus we might be more successful next year in securing manpower for the type of projects which will not require a large number of skilled workers and high quality materials.

We hope we will be able to meet these growing pains without too much friction and without serious interruption in the upward trend. We are not going to get to peak war volume in 1946—perhaps not even in 1947. This industry is the most flexible industry we have; it cannot double its output from one year to the next.

WANTED


BULLETIN—In a recent issue of The Bulletin, I was erroneously listed as Chairman of the Jury of Fellows.

Mr. Frederick W. Garber, F.A.I.A., of Cincinnati is Chairman of the Jury of Fellows, and I am only a member of it. —Clair W. Ditchy.

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A view of the main kitchen at the Fort Shelby Hotel . . . where gas equipment cooks fine foods to perfection!
Georgian Picks 'em to Win

An architectural draftsman who came to Detroit from Atlanta, Ga., recently was the first 1945 winner in the weekly "Pick The Grid Winners" contest staged by the Detroit Free Press. Thomas W. Conrad, of Webster Hall Hotel, turned the thick with a perfect entry for the games of Sept. 29. He will receive a $100 war bond as the top prize.

Conrad is employed by the architectural firm of Harley, Ellington and Day Co. He took up architecture after serving for 13 years as an Army officer. He was in the artillery in World War I. Now 50 years old, Conrad still follows all sports closely. He is particularly meticulous in the attention he gives to football, especially Southern football.

Conrad has been athletic-minded for a long time. He was graduated from Georgia Tech in 1917 after he had been the regular second baseman on the Tech baseball team and assistant manager of the football team. Johnny Heisman coached the Tech football team in those days.

Some months ago Conrad replied to a notice in the Bulletin that draftsmen were needed in the Detroit area. After coming to Detroit, he remarked that "Southern hospitality is traditional, whether or not it really exists, but I never expected to be greeted by Detroit in a form of hospitality quite so substantial, and so soon after my arrival in your northern city. "Thanks to Detroit and thanks to you for your effective employment service. While I was in the employ of Fraser-Brace Co. and also Graham, Anderson, Probst & White, at the Naval Ordnance plant at Camden, Ark. you gave me the names of several Detroit firms. As a result of correspondence, I am now happily situated with Harley, Ellington & Day."

Meeting of Detroit Chapter
THE AMERICAN INSTITUTE OF ARCHITECTS
Engineering Society of Detroit, 100 Farnsworth Ave.,
WEDNESDAY, NOVEMBER 28, 1945
Board Meeting, 4:00 p.m. — Dinner, 6:30 p.m. — Program, 8:00 p.m.
SPEAKER: Mr. Arthur J. Bouse, Chicago, Special Editorial Representative for Engineering News-Record, on leave of absence as manager of the Structural Bureau of the Portland Cement Association.
SUBJECT: "BUILDING DESIGN AND CONSTRUCTION IN SOUTH AMERICA."
Mr. Bouse made a three-months tour of Brazil, Argentina and Uruguay during the summer of 1944 to study and report for Engineering News-Record on construction practices of South American engineers and architects in the field of reinforced concrete building work. He was chosen for the assignment because of his reportorial ability and knowledge of reinforced design as well as American building codes.

STANTON SPEAKS ON MEMORIALS
Henry Francis Stanton, F.A.I.A., spoke on War Memorials at a recent meeting of the Rosedale Park Woman's club, in Detroit.

Stanton was recently made a Fellow in The A.I.A. "for his integrity, ability and devotion to the advancement of the profession of architecture, for uniform excellence of design and executed work, and high standards of practice." A captain in World War I, he has made a study of war memorials.

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OTIS WINN

From Detroit—Today and Tomorrow, Publication of Citizens’ Housing and Planning Council.

When he was graduated from the Architectural College, University of Illinois in 1929, Otis Winn won a scholarship to the Lake Forest College Foundation for the study of architecture, landscape architecture, painting, and sculpture; there won the three-year, competitive, Edward L. Ryerson European Architectural Fellowship for a year’s study on the continent.

With the winner of the Landscape Fellowship, he toured Europe in a Ford, studying large-scale housing and community developments, which at that time were well advanced in most countries of Europe.

He says he started with the idea of studying the historical development of architecture, ended by combining this with the evolution of city and community building. When he returned to this country in 1930, he worked for three years in the Architectural Department, State of Illinois, designing state buildings.

In 1932 he did an interesting thing—made an analysis of 33 cities and towns seeking the best place to locate as an architect—and chose Detroit.

In Detroit Winn worked as an architect for several years with the Austin Company on a wide variety of industrial plants. Next, as the Associate Architect with the Detroit Housing Commission, he supervised the more than twenty million dollar, public, low-rent housing program for the development of the three-thousand-plus dwelling units in the Herman Gardens, the Charles, the Parkside Addition, and the Brewster Addition Projects.

During the year following his work with the Housing Commission, he was a member of the Architectural firm of Lyndon, Smith, and Winn; specializing in schools and industrial buildings, and in 1941 he opened his own office for independent general practice of architecture, but with primary interest in community and city development work.

During the war he has been the architect on a number of war housing projects, and in 1942 was employed by the Federal Government as the Chief Supervising Architect for the war housing program of the Detroit area.

Since his days with the Housing Commission in 1938 Winn has been interested in the community building possibilities of the International UAW-CIO, believes that organized labor will eventually be the strongest force in the country to bring about a sound social and economic development of our communities. From the inception of the UAW-CIO International Housing Department Winn has been their Housing Consultant, outlines their housing and planning program thus:

1—A broad program to educate (a) members, and (b) the public in general.

2—A legislative program for work on federal, state, and community levels.

Last year, he says, urban re-development legislation was written for nearly every state in the union, or amendments to existing legislation were drawn up. Result: some model laws were passed and signed, some were amended, a few, as in Michigan, were distorted by opposing interests.

3—A stimulation of consumer-cooperative groups on the local Union level for the development of houses in planned communities with the necessary community facilities.

These three steps are a continuous, simultaneous process in various stages of development. The UAW-CIO Housing Department supports both private and public housing, whatever machinery is necessary to do the job well.

Mayor Jeffries recently reappointed Winn to the Housing Commission for a second term. He is a member of the Detroit and Michigan Chapters, American Institute of Architects, the American Society of Planning Officials, and the Special Design Consultant Committee of FPHA.

As one of the active directors of the CHPC, he feels this Council has an extremely important function, hopes our membership will grow rapidly to reach more Detroit citizens, because:

This Council should be the most widely supported organization in Detroit.

NEW FIRM

Thurston R. Jahr, A.I.A., and Robert H. Lyman have opened offices at 21904 Michigan Ave., Dearborn. They will conduct a general engineering and architectural service.

Jahr has been associated with Bennett and Straight until America entered the war when he started working for both the army and navy, mostly on airfield planning and lay out of the University of Michigan, 1934, with the degree of Bachelor of Science in Architecture.

Lyman has been with the Dearborn city engineer’s office for the past 13 years.
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