The excellent series of advertisements prepared by Dr. George Lechler of Wayne University for the Harlan Electric Company and published in the Monthly Bulletin of the Michigan Society of Architects has come to my attention. As President of the Archaeological Institute of America, I am delighted to see archaeological information presented to the readers of the Bulletin in a manner that is equally authoritative and attractive. The dissemination of knowledge about man's past and an indication of the lessons which can be learned from it is one of the principle functions of our Archaeological Institute and the Institute warmly welcomes the proof that this function can be performed with dignity and conviction through the medium of advertising. The Harlan Electric Company is to be congratulated for selecting this form of promotion. I only wish that more business concerns would turn in the same direction.

Sincerely yours,

Henry T. Rowell
President
THE WHEELBARROW—

—even in this modern age of transportation—holds its own: the farmer needs it, the garden amateur likes to have it, and there is hardly any construction job done without the help of a wheelbarrow—a device only a little older than a thousand years. Most interesting: its development can be reconstructed from the still-existing prestages found in Europe’s countryside 50 years ago. We show above these stages as observed in Sweden and exhibited at the National Museum in Stockholm. The most simple and effective device to ease the carrying of water or milk is seen in the left center: a long pole being dragged behind from over the shoulder.

The second step was to turn the pole forward and to attach a wheel at the front end and push it (at the right of our picture). There was one hazard with this device: on a curve it dipped sideways. This was overcome by putting two wheels at the end (lower left): but this had a tremendous disadvantage, for the use of narrow paths became impossible. Therefore, this contrivance was soon replaced under the influence of the commonly used barrow (back center) by the fusion of barrow, its two handlebars, and one wheel at the other end.

This line of development gives us a very important clue as to the origin of the wheeled wagon which took place more than 5,000 years ago in Western Asia. Just as in the case of the wheelbarrow, the wheel was preexisting. Anthropologists believe that the wheel existed as a religious symbol prior to the wagon—having the cosmic meaning of a sun-wheel. The rotation principle became known to the earliest agriculturists since 6,000 B.C. when the spindle-whirl was used to rotate the spindle in spinning threads for fabrics. The oldest known wagons were religious procession wagons: the divinity was placed on its sun-wheel symbol for a ride. Very much later the vehicle became commercial. Finally, the age of the motor-driven car came about, of which Detroit is the leading manufacturing center today.

* This is the twelfth of a series of paintings entitled "Adventures in Time", painted in full color by Marvin Beambohm, from material prepared by Dr. George Lechler, Wayne University scientist, for the Harlan Electric Company.
Wherever earthquakes, hurricanes or tornados are known to occur periodically it always has been necessary to design structures to resist these powerful lateral forces. Now, confronted with the possibility of atomic blasts, it has become even more necessary to incorporate resistance in structures to destructive lateral forces.

The most logical and economical way to do this is to use reinforced concrete frames, floors and walls. Such construction is inherently resistant to lateral forces because it is continuous and integrates all structural parts. This construction eliminates any need for special members to provide resistance to these forces and makes for marked economy in the cost of buildings exposed to strong lateral forces.

An excellent example of such design and construction is the apartment building shown above. It is the 10401 Wilshire Boulevard Building in Los Angeles, designed by Architect Martin Stern, Jr. R. R. Bradshaw was the structural engineer. Both are from Los Angeles. Inasmuch as Los Angeles building ordinances require provision for resistance to seismic forces reinforced concrete construction was a logical choice. In addition the use of concrete architecturally resulted in an attractive appearance and such important advantages as durability, firesafety, low maintenance expense and low annual cost.

Write today for free, illustrated literature about architectural concrete and concrete frame and floor construction. Distributed only in U.S. and Canada.
It was the late President Theodore Roosevelt who said: "Every man owes a portion of his time to the upbuilding of the profession or business of which he is a part."

Today, more than ever, it is important that we all work together for the good of the profession. It is not for some to take advantage of the benefits afforded by group action at the expense of others. The Institute offers inducements in the way of costs to new members: a total of $20.00 with the application—$10.00 for admission fee and $10.00 for the first year's dues in the Institute in advance. The annual dues in the national body increases by ten dollars each year.

Members are now paying $50.00 as national dues, but $10.00 of this was voted at the 1952 convention, for three years only, and earmarked for public relations. Local Chapter dues are now $12.00, but an increase to $16.00 will be voted on at the December 8 meeting. Of the local dues, present, $3.00 goes to the Michigan Society of Architects for membership in that chapter, and $13.00 to $15.00 to $17.00 to $19.00 to its turn part to $21.00 of that amount to the Monthly Bulletin for annual subscription. If the increase is approved $7.00 will go to the Society.

At any rate, an architect should consider this a bargain, as the benefits are many and varied. So, let every corporate member be a committee of one to enlist the support of those registered and qualified.

**Corporate Members**

It is believed that the Detroit Chapter has attained the highest percentage of membership to those eligible of any chapter. However, there are still some architects registered in Michigan who are eligible but have not yet joined, and it is desirable to enlist their membership.

This can best be done by those who know them and work with them. The record of accomplishment and service of the Institute is a long and distinguished one and the advantages of membership should be well known to every architect. So to corporate members of the Chapter, we say why not tell these prospective members.

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**Coming Issues**

**January, 1955 — George D. Mason & Co.**

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**March — 41st Annual M.S.A. Convention**

**April — Annual M.S.A. Roster (Alphabetical)**

**May — Saginaw Valley AIA**

**June — Western Mich., A.I.A.**

**July — H. E. Beyster & Assoc., Inc.**

**August — 12th Annual Mackinac Mid-summer Conference**

**September — Harley, Ellington & Day, Inc.**

**October — Detroit Chapter, A.I.A.**

**November — Annual M.S.A. Roster (Geographical)**

**December — Diehl & Diehl**

**Monthly Bulletin, Michigan Society of Architects, Volume 28, No. 12**

**Publicity** — Phillip C. Haughey, Chairman; Roger Allen, Talmage C. Hughes, C. A. O'Bryon, Clarence H. Ross.

**Biddle House Restoration** — Adrian N. Langius, Chairman; Roger Allen, Gluck E. Hartz, Louis A. Kingscott, Warren L. Rindge.

**Special Fund** — Leo M. Bauer, Chairman; Paul B. Brown, Robert F. Hastings.

**Chairman Boundaries** — Talmage C. Hughes, Chairman; Amedeo Leone, Peter Vander Laan, Frederick E. Wigen.

**Technical Problems** — Eugene T. Cleland, Chairman; Adrian N. Langius, George L. Schulz, Eberle M. Smith, John C. Thornton.

**Inter-Professional Council** — Amedeo Leone, Chairman; Leo M. Bauer, Talmage C. Hughes.

**Newspaper** — Eugene T. Cleland, Chairman; Adrian N. Langius, George L. Schulz, Eberle M. Smith, John C. Thornton.

**Registration** — Paul A. Brysselbout, Chairman; Allen B. Dow, Robert E. Frantz, James A. Spence, Frederick E. Wigen.

**41st Annual Convention, Hotel Statler, Detroit, March 9-11, 1955** — Edward G. Rosella, Chairman.


**School Building Conference** — Elmer J. Mansson, Chairman; Carl C. F. Krasnow, Wilmar F. Neukom, Walter R. Sanders, Peter Torsolta.

**Official Publication** — Western Michigan Chapter, A.I.A., Chairman; Edward G. Rosella, Secretary-treasurer; Adrian N. Langius, Elmer J. Mansson, Directors.

**Official Publication** — Saginaw Valley Chapter, A.I.A., Chairman; Frederick E. Wigen, President; William E. Fraser, vice-president; Herman J. Klein, Secretary; A. Charles Jones, Treasurer.

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**Official Publication** — Saginaw Valley Chapter, A.I.A., Chairman; Frederick E. Wigen, President; William E. Fraser, vice-president; Herman J. Klein, Secretary; A. Charles Jones, Treasurer.
There are definite advantages in this class of membership, both to the Chapter and to the member. To the Chapter, an additional income is afforded to enable better programs and the continuation of its other activities. To the member, he is admitted to lectures free, and he has the privilege of attending Chapter meetings and taking part in discussions, and voting on all matters except those affecting the national body. He can serve on committees, and such members have been and are being appointed to committees of the Chapter.

Some may say they can attend meetings and lectures without being members, which is true, as the public are invited. However, one does not generally attend very often meetings of organizations to which he does not belong, and it is unfair to do so without contributing to their support.

Many architectural graduates desiring to take the examinations to become registered as architects avail themselves of the refresher courses offered by the Affiliate Council of The Engineering Society of Detroit. In order to do this, one must be affiliated with one of the constituent groups, such as the Detroit Chapter, A.I.A.

The Detroit Chapter feels an obligation to assist and guide the architects of tomorrow. When they meet with the corporate members and hear discussed the proper and improper principles of practice there are not likely to get started in the wrong way. Moreover, we feel that the young people also have an obligation to support the professional organization, for it is through such organizations that the way is being made easier for them in future years.

The employee should get to know the employer better. We have heard definitions of small, medium and large offices as follows:

"A small office is one in which everyone knows everyone else. A medium-size office is one in which the employees know the principals but the principals do not know the employees. A large office is one in which neither would know the other if they met on the street."

Of course George Miehls, president of Albert Kahn Associates, says that according to this his office must be a small one, for it complies with that definition.

Corporate members are urged to enlist the membership of their employees who are eligible for associateship. Application blanks may be obtained at the Bulletin office.
michigan society of architects

architect

official publication, national council of architectural registration boards

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Fred L. Markham, President, Provo, Utah.
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William L. Perkins, Sec.-Treas., 736 Lucas Ave., Chariton, Iowa.

DOUGLAS WILLIAM ORR, F.A.I.A., President of the Board of Trustees, of The American Architectural Foundation, has written members of The American Institute of Architects, calling attention to a new and arresting type of architectural research project, initiated and guided by the profession of architecture.

Mr. Orr designates the project as an urgent need today for all of us, for our common good, for the development of knowledge far beyond that now available.

The Foundation, with the wholehearted support of The Institute, will conduct a campaign among architects this fall to raise capital funds to be invested and the income used for research purposes.

It is imperative that architects contribute to their own welfare. Others with funds which may become available for research purposes surely cannot be expected to help us if we will not help ourselves.

The type of research contemplated will emphasize studying, understanding, interpreting and applying the effects of new technological discoveries and advances, particularly in the fields of light, color, sound and solar energy. The problems of decentralization of industry and commerce also offer a fertile field.

Mr. Orr concludes:

"I know that after careful study you will agree to participate in this program. Please be as generous as possible when an architect from your own Chapter asks you to give. Of course, you may send your gift directly to the Foundation, if you wish. Address of the Foundation, which is a New York corporation, is 115 East 40th Street, New York, N. Y.

Remember, you can give up to 20 per cent of your income to the Foundation and deduct it on your tax income."

michigan

GENERAL MOTORS TECHNICAL CENTER, designed by Eero Saarinen, F.A.I.A., in collaboration with Smith, Hinchman & Grylls, Inc., Architects and Engineers, is reviewed in the November issue of Architectural Forum.

The 21-page feature section contains many illustrations, some of which are in full color.

The article states:

"Three years ago General Motors Technical Center was a glossy dab of color on the flat land that slides north from Detroit. Today it is a lustrous palette—and not completed even yet. The site is a square mile. The first three buildings have grown to 20. And the horizontal scale and spacing of the buildings in this gigantic commission are so great as to demand an automobile for every observation. Just as the Acropolis was built to be contemplated by man standing still, Venice to be enjoyed from a drifting gondola, GM Technical Center should be flashed by a Buick window at 35 mph. The Technical Center site module is a speedometer.

"Color, too, is used to set the pace. With the intense glowing walls—red, dark red, tangerine, orange, yellow, black, gray,
wishing you a very merry christmas 
and a happy and prosperous new year

VITRO LIFEWALL CO. OF MICHIGAN
manufacturers and applicators of vitreous wall surface
"THERE IS A MATERIAL AND APPLICATION DIFFERENCE"

3-coat application:
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3 - GLAZE COAT (brushed)

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* Reports of Material Tests:

HEAT RESISTANT
KILNED AT 1,000°F: No Change
KILNED AT 1,750°F: Appears too Loose

WATER RESISTANT
1,000 CYCLES: No Change

CLEANER RESISTANT
GRAPHITE: Doesn't Affect
SOLVENTOL AND OTHER CLEANERS AND CLEANSERS:
Not Affected

ACID AND ALKALI
CONCENTRATED NITRIC, ACETIC, HYDROCHLORIC,
SULPHURIC ACIDS: Very Little Change

AMMONIUM HYDROXIDE
No Change

URINE RESISTANT:
No Change

Appearance Is Like a High Temperature Resistant Glaze
TESTED FOR 32°F FOR 72 HOURS: No Change

Washed Fine with Mild Soap and Warm Water

Photostat of Above Furnished on Request

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dark and light blue—spaced out on the passing stage of an unreasing, uninter- 
esting landscape. Icarus and his associates are completing a setting for a pass- 
ion play of the industrial world. Today's novelists write gloomily prophetic books 
about this world, predicting mankind's defeat by the machine; but actually imagin- 
ation is winning the day at G. M. The imperative sensations received as you drive around GM have been anything 
but automatically produced: color, luster, sweep, moody precision, and jewel-like de- 
tail. It is a tense triumphant group, an architectural feat which may be unique 
in our lifetime.

north carolina

The School of Design at North Carolina State College announces the appointment, 
to its full-time staff, of Samuel Rosenberg and Joseph H. Cox as associate profes- 
sors of design, and James E. Adams as instructor in architecture.

Visiting lecturers and professors during the current academic year, who will visit 
the School for periods of from four days to one month, will be: Marcel Breuer, R. 
Buckminster Fuller, Brian Hackett, Lawrence L. Newman, Ranson R. Patrick and J. C. 
Pritchard.

north dakota

PAUL GROSZ, of Grand Forks, was elected 
president of the North Dakota Association 
of Architects. Other new officers are 
Harry H. Lofren, vice president; R. A. 
Ritterbush, secretary-treasurer; Gilbert H. 
Horton, trustee.

ohio

C. MELVIN FRANK, of Columbus, was in- 
stalled as president of the Architects So- 
ciety of Ohio. The only new member of the 
official family was Herman Broderick 
who was elected treasurer. Leon M. Wor- 
ley of Cleveland is now first vice presi- 
dent; John P. Macelwane of Toledo, sec- 
tod vice president; Charles J. Marr of New 
Philadelphia, third vice president; Eugene 
F. Schrand of Cincinnati, secretary.

texas

MIKE MEBANE has been elected president 
of the Houston Chapter of the A.I.A. with 
Douglas Steiman, Jr., vice president and 
treasurer; George Ingram, secretary; Law- 
rence Vitrine, two-year director; Douglas 
Stelman, Sr., is a holdover director.

ARCH SWANK & O'NEIL FORD, A.I.A., 
designers of the Little Chapel in the Woods 
on the campus of the Texas State College 
for Women in Denton had this design se- 
lected to be shown at an exhibition of 
religious art and architecture at the Salon 
d'Art Sacre in Musee d'Art in Paris.

JOHN G. BECKER, ARCHITECT-ENGINEER, 
has moved from 7-8 Holcombe-Blanton 
Building to 209 N. Van Buren, San Angelo.

died

MORTON H. CAINE, A.I.A., 50, at his home 
in Portland, Oregon on Oct. 21. Mr. Caine 
was the supervising architect during the 
construction of the Oregon State Office 
and Building. Other buildings he designed 
were the Oswego High School, state TB 
hospital at Salem and the Industrial Branch 
of the First National Bank. He also design- 
ed and owned the Lovejoy Medical Clinic 
Building.

LEWIS P. HOBART, F.A.I.A., 81, at his home 
in San Francisco, Calif., on Oct. 19. Mr. 
Hobart helped to rebuild San Francisco 
after its earthquake and fire. His designs 
include the Mills Tower, the University 
of California Hospital and Fireman's Fund 
Insurance Co. Building.

MAURICE P. MEADE, A.I.A., 72, at his home 
in Brookline, Mass., on Oct. 4. Mr. 
Meade had designed several churches and 
schools in the Boston area and postofices 
in Worcester, Somerville, Arlington and 
Brookline. His most recent work was the 
design of the Sacred Heart Church, North 
Quincy.

EVERETT V. MEEKS, F.A.I.A., 75, in New 
Haven, Conn., Oct. 27. Retired dean of the 
Yale School of Fine Arts, he had served there for 25 years until his retirement 
in 1947. He was consultant architect for 
Yale during the school's greatest physical 
expansion in the 1930's. Studied at Colum- 
bia Univ. and l'Ecole des Beaux Arts in 
Paris. Joined Carrere & Hastings in 1908 
and was also a Professor at Cornell Univ.

while continuing his private practice in 
New York prior to being appointed to Yale.

HENRY K. MURPHY, 77, at his home on 
Killam's Point, Conn., on Oct. 12. Mr. Mur- 
phy was former architectural adviser to 
the Chinese government, and he designed 
the Naval Hospital and the Robert Dollar 
Building in Shanghai. He also designed 
Ginling College in Nanking, International 
Bank Buildings in Peiping, Tientsin, and 
Shanghai. He also designed buildings for 
the Yale-in-China University in Changsha 
and in Yenching University in Peiping.

EDGAR F. OTT, 68, in his home city of 
Philadelphia, Pa., on Oct. 15. Mr. Ott was 
a specialist in American Colonial Archi- 
tecture and worked on the restoration of 
the Betsy Ross Home and did research and 
the drawings for work at William Penn's home at 
Pennsburg.

HENRY J. VON WYL, A.I.A., 62, in Denver, 
Colorado on Sept. 27. Mr. Von Wyl was a 
past president of the Colorado Chapter of 
the A.I.A. He was a member of the firm 
of Robert K. Fuller. One of the most im- 
portant buildings for which he was the 
principal architect was the American Le- 
gion's Memorial Building. In recognition of 
the high esteem which he enjoyed among Legion members, the funeral ser- 
ices were held in the American Legion's 
Memorial Building.

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AIA

Monthly Bulletin—
national architect 
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Tie only $3.
I am honored in your invitation to come to Knoxville to meet with the members of the American Institute of Architects and the Tennessee Society of Professional Engineers. I am a member of the Michigan Society of Professional Engineers and, in 1952, I sneaked into the family entrance to honorary membership in the Michigan Society of Architects. I believe that meetings of this nature are most commendable and should be encouraged, for here those who are engaged in the professions of Architecture and the profession of Engineering may meet on common ground, in serious discussion of mutual problems; and of primary importance on the agenda of such discussion is the ever-present problem of how we can serve more efficiently.

In deriving an answer to that problem, it is well to review briefly the importance of the industry of which we are a part. I believe we must agree that the construction industry is basic. It began with the eviction from the Garden of Eden, for thenceforward Adam needed to bestir himself to provide food and shelter for himself and his brood.

In all of our progress subsequently, these two basic elements of survival have been paramount. Down through the ages men have striven to improve them, fought for the protection of them, and died for them. Whether we build homes, or dams, or bridges, or factories, or schools, or churches—if we build for a purpose—we, too, are striving for improvement and protection of these two elements of survival, food and shelter. And even today we are called upon to fight for them. The cemeteries in all parts of the world bear testimony of the sacrifices that men are willing to make for their protection.

Construction is definitely everyone’s business. We are all allied to it in some form or other—whether we design, or build, or manufacture or consume. Nowhere in the history of nations has this been more forcibly exemplified than it has here in America. If the construction industry is virile and healthy, you can insure the viability and health of the entire economy and the premium on the insurance policy need not be great. What a field for service for those who qualify by experience, training and technical know-how in planning and design and construction!

If ever there is an American Period of Architecture, I believe that it will reflect the constant change with which American industry and commerce have imbued it; it will reflect the cycle of build, alter, tear down and rebuild as exemplified by industry and commerce, particularly over the past half century. Progress and change are nurtured on discontent. America was founded on that premise, for the American people were initially comprised of the discontented elements of many nations—men with ambition, men with a desire for liberty, men who were willing to carve out of the wilderness a place for themselves and posterity, and to build it with the hands and love in their hearts. I hope that we shall never lose that discontent, because upon it we make progress, we build commerce, we interchange ideas and products and ownership. It is this incessant and insatiable desire for change and improvement that has given American industry and commerce their stature and has required construction methods to keep pace.

The civilizations of the past intrigue us and archaeologists have delved into their histories as depicted by their writings, their art, their structures, to determine, if possible, how they lived, and flourished, and died. Much of this history is buried with them, but many of their structures have endured as monuments to them over the centuries. This era in which we are privileged to live will be known in future centuries not by the physical monuments we leave behind, but rather by the productive imagination of industry and commerce which blazoned a cycle of build, alter, tear down and rebuild—based on a profound faith in the destiny of America and its people. In such a program the construction industry is a proud partner.

History will probably also record this era as one of discard and waste. Certainly there is waste in the commonly accepted definition of the work but the commonly accepted definition is not entirely correct. To denude our forests without reforestation and permit the sterile soils of our fields to be eroded into rivers and oceans beyond recovery—that is waste. To take crops from farms with no effort to maintain the fertility of the soil—that is waste. To squander time in useless pursuits—that is waste. To discard the individual know-how and experience accumulated over many years by arbitrary forced retirement from active productive opportunity—that, too, in my opinion, is waste.

But waste in the commonly accepted definition is not an evil when it is instrumental in providing something better than what is thereby replaced. If a better engine can be built which uses one-third less fuel than the old one, thereby in effect increasing our fuel reserves, then we are certainly justified in discarding the old. If a locomotive can be constructed which converts an inexpensive fuel into electric energy, thereby requiring less weight and providing increased tractive power, then we are certainly justified in discarding the coal fired steam locomotive. That type of discard is not waste at all—it is in effect conservation of energy. That is the motivating imagination by means of which we have in our homes the automatic washer, the dryer, the electric stove, through such means, we have on our farms the tractor, the gang plow, the combined reaper. That is the American way—whereby man’s labor is taken over by machine, whereby we have been able to produce more and are able to enjoy more of what we produce and the comforts and conveniences incidental to them. That is why we have more in America than in any other land under the sun.

The United States with 6% of the earth’s land and 7% of its population nevertheless produces food sufficient not only for itself, but for many millions outside its limits. It has 70% of the world’s telephones; more than 70% of the world’s automobiles. How did this come to pass? Certainly not through communal collective farms or enforced labor as in Russia! Certainly not through nationalization of industry as in England. No, it came about because men of vision, men of imagination, men of inventive genius, were able to work in an atmosphere of free enterprise and were enabled to enjoy not only the satisfaction of accomplishment, but a goodly portion of the profit derived therefrom. We all profit because of such enterprise. That has been the American way and, in general, the way has been good. We must never lose sight of the fundamental moral and political principles from which it derives its strength and sell that birthright for a mess of potage.
The past half century has witnessed many and accelerated changes in the operations of our national industry and commerce. In no area of our economy has the cycle of build, alter, tear down and rebuild been more forcibly exemplified than it has in the home of industry. I can find no better example in describing the changing home of industry than to retrace for you the history of the homes in which the automobile grew up.

Now, automobiles were not always mass produced. No industry starts that way. There was the painstaking handiwork of the artisan who fashioned with his hands and heart—and with little mechanical help—the wood bodies, the motors, the wheels and the many other items that went into the making of the first horseless carriage. The first cars could be assembled in a barn, and actually were. You may recall that the contraption was the curse of the country road. The horse was still needed from curiosity, from scoffing, from subtle joke, to a firm desire for ownership.

A desire for ownership. That is the first requisite, and, if a lot of people have that desire, it leads to mass production. Here again, this desire is bred of discontent—a determination to achieve something better in convenience or comfort. However, desire for ownership is only one factor in production schedules. It must be activated by means to purchase. In the beginning, the market was naturally limited to the comparatively well-to-do. The well-to-do market is not the market that furthers mass production. It is the common man alone who can do that. Pioneer automobile builders like Ford, Chrysler, Nash and others saw that and did something about it. They geared their imagination to the market that was yet untapped. Five dollars a day brought to Henry Ford the dollars a day brought to Henry Ford the result was the production of a horseless carriage that the men who made it could see, its habits, its living quarters, its cities, its farms and its horizons. Because of it, our cities are being turned inside out. It lends itself to the flexibility for constant change and so there was known it to a vastly expanded unit from the compact unit as we have known it to a vastly expanded unit from which it will constantly be necessary to eliminate areas of decay within its borders, replanning and rebuilding those areas into livable communities. But I am digressing from the theme. The barn became too small; space was needed; workers were needed; the young industry was becoming a sturdy child. New factories were built to contain it. A receptive public nurtured it. Mechanization, invention, tear-down, build-up, change—all of these were part of this hectic development. The result was the production of a horseless carriage that the men who made it could purchase and own. But that was only the beginning. The effect was felt more and more over ever-widening horizons as central manufacturing and assembly attracted workers. The continuous assembly line was born, with its maze of conveyors of parts and sub-assemblies, all flowing with their requisite parts gathered from its far-flung network of suppliers. The world was becoming its market.

Striving for greater efficiency, greater dispatch, a better competitive position, the saving of only a few cents on each of a large number of parts was all the excuse needed for scrapping an entire process and the building of a new one, even though it meant the construction of a new building.

This was the adolescent age of the automobile industry. You know the stage; we all pass through it, when we get too big for our breeches, when we are full of pep, when changes of mind and method and desire are frequent. The Architect and Engineer and Builder in those days really needed to be masters of Time and Space. These two were prime essentials of the era. Nowhere, at no time in history, were these two elements harnessed more efficiently than they were by the automobile industry and its allies in the building industry.

But the industry was growing up and, as it grew, technological strides were being made that required the masters of time and space to become masters of process techniques as well. The multi-story factory became obsolete. There were too many bottle-necks, too much wastage of time, too little flexibility for change. And so there was born the one-story industrial plant which lends itself to the flexibility for constant change for which the automobile industry is noted.

As the cities have pushed their boundaries to wider lateral limits, so, too, have manufacturing facilities been forced to move from congested ground area to wider latitudes; they, too, have gone suburban, where they could find room to breathe, to expand and room to accommodate the transportation requirements of their workers. Contrast the dark, damp, ill-illuminated, badly ventilated factories within the lifetime of most of us with the exterior...
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See Sweet's Industrial File

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sive, well-proportioned, functional industrial plants of the present day! No development has been as concentrated, as rapid, as susceptible to change in the interest of enhanced working conditions, flexibility, public relations values and the public relations effect, than has the development of the industrial plant in the past thirty years.

What has been true of the automobile industry has followed in many industries that produce articles of commerce where-in eye appeal, or ear appeal, or comfort appeal of a discerning public must constantly be measured—be they industries producing radios, television sets, stoves, refrigerators, washing machines, farm machinery and countless other items. And the thinking, and training, and aggressiveness—generated in those fields through normal competitive peace-time production—have, and will again, if need be, stand us in good stead in the production of machines of defense and of war. Therein lies one of the greatest bulwarks of our defense.

The modern industrial plants, designed to produce the precision products of modern commerce, must in themselves be machines. The mechanical and electrical equipment is often as complex as the items they produce. But complex though they may be in their engineering, their assembly must be made as simple, as automatic in operation, as it is conceivable to do so. No longer do we conceive of an industrial plant in which human engineering—the dignity and safety of the worker—is not a factor of primary importance.

The comfort and safety of the individual are not overlooked. From the time the employee enters the parking lot and parks his car, his safety and health become the concern of his employer—before he arrives in the parking lot, he is on his own. He crosses busy plant roads and railroad tracks on elevated walkways above them or through tunnels below them. He has a locker for his unneeded clothes. He eats his lunch in a well-appointed cafeteria. No longer are the walls and ceiling of the modern factory painted mill gloss white. For the employee's greater eye comfort, the interior painting takes a tip from nature and ranges from the light blue of the zenith for the ceiling to the darker hues and horizon green for the walls. If he gets hurt, first aid is close at hand. If the injury is serious, the complete hospital in major plants is there to care for him. And we try to make him safe from fire.

Much has been said and much has been written since the most disastrous industrial fire of record. I refer to the Transmission Plant at Livonia, near Detroit. There are probably many elements that contributed to this disaster, most of which have been published and on which I shall not dwell. These disasters are not a complete loss unless we refuse to learn a lesson from them.

We have designed many industrial plants in our history. To date, none of them has burned down. With the proper combination of circumstances, they could burn down. If you will bear with me for just a little while, I should like to express certain ideas on this most important phase of construction not only in the construction of factories, but of hotels, schools,
Let us recognize that there is no such construction as fireproof. We may use incombustible materials throughout a building in its frame and encasement. But long continued, heat will penetrate, and the structure will collapse. There is no fireproof construction. The best we can do is make it fire-resistant.

The modern industrial plant of great lateral expanse of structure does not normally lend itself to fireproofing of the structural elements. The factor of flexibility precludes it, and economic considerations do not recommend it. But the elements of the factory can and should be incombustible. The building should be fully protected with automatic sprinklers, served by an adequate supply of water. The sprinkler system should be sectionalized within areas so that heat which actuates sprinklers in one area will not spread to actuate others where there is no fire. These provisions are not new; they have been within the scope of recommendations for many years. They have not always had as sympathetic reception as they have now. In addition, however, other methods are being taken. Vapor seals, for example, when used in conjunction with roof insulation, are non-combustible, and their adhesion to roof deck is provided by adhesives which in themselves may be consumed by fire but do not support combustion. And beyond that, we provide at intervals over the roof a special structure in which the sides will collapse under heat to permit of heat and smoke relief from below. How efficient these relief vents will be is problematical; there is no specific basis for the calculation of relief areas. I hope we never find out by actual full scale test.

Yes, the modern plant is being made a progressively safer place to work. But all this requires space—space to breathe and expand. That is the reason so many of our industrial buildings have gone suburban and have in effect turned our cities inside out. And in the suburbs they must be a community asset.

The modern factory is of functional design, an expression of modern living. And yet, I believe that we have opened only another
door to further progress. Future years will see the development of automation, of electronics, of the power of the atom, of forces that surround us but which have not yet been captured. They are in the air we breathe, the sun's rays, the water of the sea, within the bowels of the earth. Imaginative men will some day capture them and control them for the benefit of mankind or for its destruction.

Because some of these boundless sources of energy have been tapped gives the world pause for serious thought. Great undercurrents of fear permeate the world's society and the reasons therefor appear portentous and ominous. And yet, the course of history gives us solace. The most destructive powers ever devised by man have eventually been turned to peaceful work for the betterment of man's stature; but sometimes they have not been so used before they were first applied and tested in destruction. Gunpowder, dynamite, nitro-glycerine, the aeroplane—all these were given their baptism in the blood of war. The Roman roads were built primarily for the movement of Roman legions bent on conquest. Still, the world has survived and man has grown in stature as the centuries have passed. So, too, will the present undercurrents of fear be transformed into the tide of confidence in the future—confidence that the application of the enormous power of fission and the enormous power of fusion will be harnessed, not for man's ultimate destruction but for his betterment. Before that day arrives, however, we must be armed against use of such powers by those whose aims are only of aggression and aggrandizement, by our possession of equal or greater similar armament. We must have other armament, too. We must couple our material strength with the moral armament which recognizes the dignity of the individual man and humble confidence in the Omnipotence and Mercy of God. Against such armament aggressors tremble in fear.

This moral armament can be a national asset only if it is fundamental in the life of the individual in his association with family, community, business and government. It must guide his everyday actions in his relations with himself and with his associates.

Our founding fathers recognized these basic fundamentals in the Declaration of Independence and in the concept of the Bill of Rights. In these documents we recognize that all men are created free and equal, and the rights to life, liberty and the pursuit of happiness are assured to all who conform to the fundamental concepts expressed therein. Under these rules of conduct, we have organized and have prospered under the capitalistic form of society.

The right to own and operate private property is recognized as inviolate as long as the ownership and operation thereof does not infringe upon the rights of others. The right of a man to work and earn his living is recognized—with the corresponding duty and responsibility that he perform his assigned tasks to the best of his ability. The right to employ labor is recognized—with the corresponding duty and responsibility to pay such labor not only a living wage but a wage commensurate with the responsibilities assumed and discharged.

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Every right carries with it a corresponding responsibility. The commandment "Thou Shalt Not Steal" applies equally to everyone—be he employer or employee, governor or governed.

Any economy which is not founded on the moral principles of right and wrong cannot survive. That is why the communal state will definitely fail to survive—because it disclaims all the moral virtues and bases its existence only on what appears to be of immediate benefit to its materialistic economy. If the state, based on the principles of private enterprise and the dignity of the individual—as our founding fathers conceived it—ever fails, it will be because we have failed to restorative and to reinforce our basic economic structure with moral reinforcement—respect for the dignity of man, respect for law, nay—respect for the basis of all law—the Ten Commandments of God. Until and unless such moral armament—which must be the basis of any capitalistic economy—until and unless that moral armament is in good repair, then I say to you that we have no right to go to the far corners of the earth to teach the gospel of our way of life.

But if our armament is so strengthened and constantly kept in repair, the opportunities for advancement of our social order will be bright indeed. The restless dynamism of America—its collective inventive imagination, governed by humility and faith in a power from which these attributes stem, will provide not only great opportunities for us as a nation, but equality and certainty of opportunity to each citizen for achievement commensurate with his abilities and his will to apply those abilities.

Yes, the next twenty-five years should witness developments just as startling as a review of the past half century permits us to see in retrospect. Industrial research will most assuredly be in the vanguard; its allies in the construction industry will build, alter, tear down and rebuild to serve its needs, and Architects and Engineers will be on the team.

Throughout this discussion, you may have noted that when I have mentioned Architect, I have coupled him with Engineer. I have done so with a definite purpose. We think of Architecture as one profession and Engineering as another—two separate and distinct professions. They are, in theory. But actually, they are one in service. Architecture cannot be complete without intimate and inseparable union with Engineering. This is more true today than it has ever been in history. It will become more potent essential in the future. As our structures—be they commercial, industrial or institutional—become more and more integrated in their machine-like precision of design, it becomes increasingly apparent that Architecture must assimilate and coordinate unto itself the specialized fields of Engineering and utilize for the benefit of the Architectural Profession the talent and experience of the Engineer. The Architect alone is not self-sufficient. He is by training and discipline a planner. He is trained to utilize areas in the most economical manner and in such pattern that the flow of personnel in an office building, or the flow of materials and production in a factory, or the flow of the sick and infirm in a hos-

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MICHIGAN SOCIETY OF ARCHITECTS

The Board of Directors met at Zehnder's in Frankenmuth on November 10, following which meeting the Board met with members of the Saginaw Valley Chapter at dinner.

The Board approved the recommendation of Mr. Sol King, Chairman of the Administrative Committee for a member to receive the Society's Gold Medal at the 41st annual convention at Detroit's Hotel Statler March 9-11, 1955, and for a non-member to receive Honorary Membership. The names will not be made public until convention time.

Amedeo Leone, President of the Detroit Chapter, A.I.A., reported for the special committee preparing a schedule of fees on a sliding scale, for State work, and he accepted suggestions for consideration of his Committee. Leone also reported on activities of the Detroit Chapter, and he stated that further cooperation is being planned between architects and engineers.

A report from Eugene T. Cleland was read, covering activities of his Committee on Technical Problems. Cleland stated that several meetings had been held with representatives of the Concrete Products Association of Detroit, of which Chester A. Sirrine, A.I.A., is executive secretary, toward improving specifications for concrete masonry units. The Board expressed appreciation for the work being done by this Committee, and directed the secretary to so write Messrs. Cleland and Sirrine.

Elmer Manson reported as treasurer and as representative of the Western Michigan Chapter, A.I.A. He stated that the matter of increased dues would be voted upon by his Chapter on November 15.

Fred Wigen reported for the Saginaw Valley Chapter, stating that his Chapter's meeting held on October 18, in conjunction with the Producers' Council was the largest in its history. His Chapter's annual meeting and election was scheduled for this evening, at which time increased dues also will be voted upon. The Chapter expects several new corporate members soon as a result of recent registrations, which should add another director on the Society's Board.

Wigen presented the matter of a school addition built in his area, plans for which had been approved without the seal of a registered architect or engineer. This had been done because the first sheet of the drawings was sealed by an engineer and Mr. Wilfred Clapp of the Department of Public Instruction had understood that the seal applied to all drawings, whereas it developed later that it applied only to the structural drawing. It was brought out that this was not the fault of Mr. Clapp, who has been most cooperative with architects. It is expected that some action will be taken in this matter.

President Smith reported the appointment of James B. Hughes, A.I.A., as vice-chairman of the Society's 41st annual convention, to work with Ed Rosello, in order that Hughes may be in line for chairman of this committee next year. The President also appointed Fred Wigen as Chairman of the Society's 1955 annual mid-summer conference committee.

The executive secretary reported on a request from a blue print company for clarification as to whether prints should be charged to owners or architects, and the Board decided that, instead of taking a stand, each case should rest on its own merits. The executive secretary also reported several meetings of the Biddle House Committee, the Bulletin Committee, and he stated that the Society's auditor had examined his books. He further stated that the Chapter Boundaries Committee had discharged its duties, and the Board decided that Western Michigan Chapter might take up this project on its own if it so desires.

The President stated that he had intended to appoint a nominating Committee at this meeting, but that this would have to be delayed until the Saginaw Valley Chapter had elected officers and directors. The Board meeting adjourned to join with members of the Saginaw Valley Chapter for dinner. Following dinner, President Wigen introduced Society Board members, and he called upon President Smith who explained more about what the Society is and what it is doing.

Society Board members who had some distance to travel left before the election, but results were learned later as follows: Willard E. Fraser, President; Samuel C. Allen, Vice-president; A. Charles Jones, Secretary, and Thomas Neal Eubank, Treasurer. Paul A. Brysselbout continues in his second year as M.S.A. Director, while President Fraser is ex-officio another Society Director.

This completes the list of Society Directors for 1955, with Detroit's King, Leone, McGrew, Morison, Perry and Ed Smith, and Western Michigan's Allen, Haughley, Longius and Manson.

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Detroit chapter's next meeting

ADRIAN NELSON LANGIUS, F.A.I.A., Director of the Building Division of the State Department of Administration, will be the speaker at a meeting of the Detroit Chapter, American Institute of Architects, in the Rackham building, Wednesday evening, December 8, at 8 o'clock.

He will describe in detail, and illustrate with charts and colored slides, the program and philosophy behind the establishment and construction of Michigan's new twenty-five-million-dollar Northville State Hospital, the outstanding institution for the mentally ill, designed by O'Dell, Hewlett and Luckenbach, architects of Birmingham, Michigan.

The speaker will also present an interesting insight into the functioning of government with respect to its building program, and will explain the executive, legislative and administrative processes that are necessary before any State building project can be considered, planned, constructed or occupied. He will explain the state procedures concerning the appointment of architects and engineers for State work.

"Gus" Langius is a well-known and popular member of the architectural profession who has devoted the past 25 years of his career to State service. He has a wide and thorough knowledge of the scope and operation of State government gained during his administration of 10 governors.

He has directed or executed the planning and construction of several multimillion-dollar State construction programs. These programs were concerned with projects for the improvement and expansion of the tremendous physical plant in which the state conducts its many enterprises. The replacement of that plant, which includes the physical facilities of about 50 state agencies, would cost more than a billion dollars. It consists of some 1,200 buildings and occupies more than 20,000 acres of land.

The achievements of Michigan's programs under the direction of Langius have had both State and national recognition for the efficiencies with which they have been conducted and economies that have been realized for the state.

Unlike the construction programs of other states, the planning of Michigan's facilities is accomplished by the continuous employment of about 35 firms of privately practicing architects and engineers.

Adrian N. Langius
Director, Building Division
State Administrative Department

The address, which will be free and open to the public, will be preceded by a Chapter dinner at 6:30 in the Rackham building.

Women's City Club, which he said would be a surprise Christmas party, with the wives paying the bill.

Membership applications approved by the Board were announced as follows:

Corporates—Donald K. Bloetscher, Fred D. Farrar and Harry S. King.

Associates—Seymour J. Lavine, Francis S. Onderdonk and Bruce Harry Smith.

Detroit chapter meeting report

Jose Luis Sert, dean of Harvard University's Graduate School of Design, told members of the Detroit Chapter, American Institute of Architects and the Metropolitan Art Association at their joint meeting in the auditorium of The Detroit Institute of Arts, November 17, that American cities are the basis of our civilization.

Speaking on the subject, "The Architect and the City," the dean said that architecture is more and more a problem of relaying new buildings to those already in existence.

Dean Sert was guest at a Chapter dinner in the Rackham building preceding his lecture. This was the first Chapter meeting at which the new president Suren Pilafian presided, and he gave an insight into what we may expect during the year ahead.

The president reported on the Board meeting held during the afternoon, and he stated that there should be more time devoted to business of the Chapter, such as took place at the Chapter's annual meeting in October, when members entered into spirited discussions of fee-cutting, ethics, etc. He announced that the Chapter's honors and awards program would be resumed under the direction of Dean Wells I. Bennett, F.A.I.A.; that a visitor's guide would be published containing pictures of Detroit buildings, with Bob Blakeslee in charge.

Other matters of interest announced by the president included the appointment of a new committee on residential architecture headed by Earl W. Pellerin; an assignment for the vice-president Gerald Diehl—that of coordinating the work of all committees, and the rotating of dinner meet-
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WILLARD E. FRASER, A.I.A., of the office of Alden B. Dow of Midland, was elected President of the Saginaw Valley Chapter of The American Institute of Architects, at its annual meeting in Frankenmuth, November 10. He succeeds Frederick E. Wig- en, of Saginaw.

Samuel C. Allen of Saginaw was elected Vice-president; A. Charles Jones of Flint, Secretary, and Thomas Neal Eubank, also of Flint, was elected Treasurer. Paul A. Brysselboult of Bay City continues in his second year as M. S. A. Director, and Pres- ident Fraser is ex-officio another Director on the Society Board.

Fraser, a native of Illinois, received his bachelor of science from the University of Illinois, then traveled and studied in Europe in 1938. He was registered as an archi- cist in Michigan in 1945, by reciprocity, on the basis of his registration by examina- tion in Illinois. He is also registered as an architect in Wisconsin. He was with Alden Dow from 1934 to 1942, and again from 1948 to the present.

PETER FRANTZ, of Saginaw, was award- ed a certificate to practice architecture in Michigan at a recent special ceremony honoring new registrants, conducted by Architects, Professional Engineers and Land Surveyors Council on Registration (APELSCOR), in Detroit's R a e k h a m building.

Following the ceremony, young Frantz was congratulated by his father, Robert B. Frantz, F.A.I.A., senior member of Frantz & Spence, Architects, of Saginaw, and a member of the State Board of Reg- istration.

As is his father, Peter is a graduate of the University of Michigan College of Archi- tecture and Design, and he has traveled and studied in Europe.

Peter, an associate member of the Saginaw Valley Chapter, The American Institute of Architects, is now eligible for corporate membership in the Institute. He is now on the staff of the F. & S. office.

Mrs. Robert B. (Sall) Frantz has distin- guished herself as an artist. She is a sister of Mrs. Dean Acheson.

FREDERICK E. WIGEN, A.I.A., of Saginaw, has been named chairman of the Michi- gan Society of Architects annual midsum- mer conference, scheduled at the Grand Hotel on Mackinac Island, August 4-6, 1955, it is announced by Linn Smith, So- ciety president.

Wigen, who just retired as president of the Saginaw Valley Chapter of The Amer- ican Institute of Architects, is a graduate of the College of Architecture and Design, University of Michigan, and a practicing architect in Saginaw.

The November meeting of the Western Michigan Chapter was held on the 15th in the Eastwood Room of Hotel Harris in Kal- amazoo, a joint meeting with the Lumber Dealers' Association of Kalamazoo.

The meeting was preceded by a social hour at which the Chapter acted as host. Following dinner, the meeting was called to order by newly elected President Van Dongen who welcomed the members of the Lumber Dealers' Association, with his greeting expressing the pleasure the archi- tects received from their attendance. He then turned the meeting over to John Knapp, program chairman.

Knapp presented the speaker for the even- ing, John Reno of the Pacific Lumber Company, Chicago, who gave an interesting and detailed technical discourse on lumber, covering those phases of its man-ufacture and use which might be sources of trouble or points of merit. While an- nounced as a talk on the use of redwood in present-day building, Mr. Reno dis- cussed other woods as well. A question-and-answer period followed the talk. No formal business meeting was held.

Attendance was seventy-eight, of which forty were members of the Chapter, the guest speaker, and the remaining thirty- seven being members of the Lumber Dealer- s' Association.

An Executive Committee meeting was held earlier in the afternoon, at which the meeting dates and places for the coming years were decided. As soon as the Committee Memberships are established together with the confirmed meeting dates, they will be published in this Western Michigan Chapter column.
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the beaumont house
Its Background and Setting
By Emil Lorch, F.A.I.A.
Ann Arbor, Michigan
Reprinted from the Journal of
The Michigan State Medical Society,
February, 1953

The history of Mackinac Island, successively under three flags, is reflected in its buildings and their sites.

The site of what is to be known as the Beaumont house was part of a land grant by Lt. Gov. Patt Sinclair to a British officer. The plot of land then went by purchase to a French trader from Green Bay. In 1796 the entire plot was acquired by John Ogilvie, of Montreal, which was then a center of Canadian trade in pelts, the home of the great North West Company and of the Beaver Club for “arrived” traders.

Built before the War of 1812, the Ogilvie house witnessed the capture by the British of Mackinac Island and its return to the sovereignty of the United States. After being the outpost of Ogilvie’s supply firm to the fur trade, the house became in 1818 a retail store of the American Fur Company; the fur trade, historically and regionally, that seemed to offer the possibility of help. It is regretted that no account was made of the letter-books of the Company during its ownership by the Company in 1852 occurred the Alexis St. Martin “accident,” which led to the famous experiments of Dr. William Beaumont.

After the decline of the fur trade at Mackinac there followed a long period of residential use of the building while the fish industry flourished, that industry being gradually succeeded by the tourist trade, and the house finally becoming a tourist home. By that time it was of three stories with an enclosed second story porch and had a central heating system and plumbing. Now, about forty years later, the building is to return to its early form.

The building fronts on Market Street across from Marquette Park and at the corner of Fort Street which slopes sharply upward toward the Fort. The building is 40x25 feet and stands on a site 49x51 feet in depth, within but 2 feet of the south boundary and a total of 17 feet from the next house, on lower ground, on Market Street. The two-story house at the rear is on higher ground and farther toward the Fort.

The three principal periods of use of the house can be traced in its construction, and the present three-story house emerged direct access to the rear yard from the house. On the south side, the kitchen yard is wider than the adjoining land and has a stone retaining wall with a buttress for support.

After 1819 when the roof, dormers, and lookouts were removed and the attic walls raised, the present three-story house emerged. This top portion is of light stud construction; some of the wide floor boards, studded with shingle nails from the two and one-half story house, are used as sheathing. In the third story the interior finish is varnished pine, not mitered. For the central heating system the boiler was set against the stone fireplace and a new flue-lined chimney built in such a way as to break part of the old stone fireplace. Although one partition was ingeniously hung by means of an iron rod from the roof frame, alternations led to overloading the construction and the introduction of awkwardly placed posts for support in the first story. Two wooden beams end illogically in front at window openings, one of which was walled up to give support; a wooden post was used for the other beam. These first story elements are obviously not of the original construction. There is no trace of log construction. The plumbing became possible when the village acquired a water system.

When, in 1819, the American Fur Company rented “Ogilvie’s dwelling” and two other buildings including a storehouse, written

NOTE—In connection with the Beaumont project numerous societies, institutions and individuals have cooperated generously with the writer in a wide search for data; also, considerable documentary and printed matter was consulted. The aim was to explore everything bearing on the fur trade, historically and regionally, that seemed to offer the possibility of help. It is regretted that of the last list of those rendering assistance only the following can be mentioned here:

The Public Archives of Canada
Historic Monuments Commission of the Province of Quebec
The National Archives, Washington, D. C.
The New York Historical Society, N. Y.
Missouri Historical Society
State Historical Society, Wisconsin
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The second story space. The present ceiling, several changes were made in the use of story floor construction, is what is left after the existing first story ceiling, or second story of low buildings with the exception were apparently made until much later.

The existing first story ceiling, or second story floor construction, is what is left after several changes were made in the use of the second story space. The present ceiling construction bears no relation to the simple way in which ceiling beams were customarily arranged with the exposed beams spanning from front to rear and resting on walls between openings.

This system used in the French-Canadian "habitant" cottages was familiar to the traders, craftsmen, and other employees who so largely populated Mackinac from French Canada. They continued to speak French, to carry on their social customs and to like picturesque, warm stone houses with high roots and projecting eaves, shutters, and casements, hand-wrought hardware, and color.

Visitors to Mackinac during the early part of the last century describe the village as one of low buildings with the exception of the warehouses. The cottages were generally white on the outside, some with bright colored shutters. Red-brown paint seemed to be the favorite but various colors were stocked by the retail store.

The small lot of irregular shape is what was left after selling off the remainder of the British grant which had, as purchased by John Ogilvie and confirmed to him by the U.S. Land Commissioners, a Market Street frontage of 135 feet and an average depth of 150 feet. On the original plot there are now two other houses and the Episcopal Church, all of frame construction. The Doherty house to the south was built about one hundred years ago. A small log house now covered with clapboards forms part of the two-story house at the rear and may antedate the Ogilvie house. It may be the smaller of two buildings which were on the property when purchased by Ogilvie and shown on Major Grottot's map of 1817. This map also shows a small wing on the south side of the Ogilvie house. At that time Market Street was the important thoroughfare, Main Street having buildings on only the upper side. Fort Street rises almost the height of the first story in the depth of the house.

Lacking knowledge of Dr. Beaumont and his unique patient, early writers did not mention them or the house where the "accident" occurred. The public forgot it all until interest was aroused through the efforts of members of the Medical Society of Michigan.

The oldest drawing in which the Ogilvie house appears, and then showing only the roof with dormer windows and look-out, was published in 1833. While we have no description of the lower portion, we do have the stone walls of the first house and some suggestive data. This is more than remained of George Washington's birthplace when a restoration was proposed. No description being found during a long search, a house was built on the foundations according to the well-established local tradition. At Mackinac the Ogilvie house was built by non-residents in the French-Canadian tradition, rather than in the local mode.

From the letter of an employee of the American Fur Company it appears that the "Ogilvie dwelling" had an "upper part," but when in 1818 a large group of the Company's "winterers" were to be sheltered only the ground story of the Ogilvie house was to be used for some of the men. Bark huts were to be built to accommodate the others, involving expense which would have been avoided if possible.

It is significant that the building was the only early private house built of stone at Mackinac; a partial exception is the high basement of the fine mansion, the Agent's or Stuart house, built later by the Company as its headquarters. For a time this building was the John Jacob Astor House or hotel.

The Ogilvie house was apparently of the common one and one-half story height; what remains of the original has much in common with the "habitant" cottages and was probably built by French craftsmen from Quebec Province. This general type is being followed in rebuilding the upper portion.

Enclosed by thick masonry walls, the interior measures 34x26 feet, which space is to be divided into two rooms as at present. The larger room, having the off-center stone fireplace, is to become the...
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Beaumont Memorial Room and is to contain the well-known painting by Dean Cornwell showing Doctor Beaumont attending Alexis St. Martin. There will also be the portrait of Dr. Beaumont by Deane Keller, and documents and objects of special interest. In the smaller, or south room, there will be exhibited the kind of material known to have been kept in stock by what was a retail store of the fur company in 1822.

After a long period of vacancy of the house, many now look forward to seeing it restored to use on a plane worthy of its important associations, and this it is hoped will be accomplished during the present year. Some also hope that in time the environment will suggest the original setting including perhaps a stretch of Market Street.

The Market Street of the past was important both as a business and residential street. Along its upper side, near the Beaumont house, stands the impressive group of buildings, largely restored, of the American Fur Company, a monument of the fur trade and of the economic history of Michigan and the nation. Farther south is the well preserved first courthouse, a busy place before the county seat was fixed at St. Ignace. Nearby is the front part of the Edward Biddle house, a unique and precious but weakened fragment of an individual trader's home. When this and the remainder of the Astor Trading Post have been restored, the Beaumont house will be in even better company than now and Market Street will again demonstrate what made the Mackinac region click during its hey-day early in the last century.

Fig. 5. The completed Beaumont House. From architect’s perspective.

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CLAIR W. DITCHY, F.A.I.A., of Detroit, president of The American Institute of Architects, has just returned from Germany, where he conducted a trek of American architects and planners.

He reports that the group was received in Cologne by Herr Adenauer, a high official and nephew of Chancellor Konrad Adenauer. One of the most interesting visits was to the Soviet sector of Berlin, Ditchy said, and he added:

"In Stalinallee there are many new skyscrapers, with stores on the first floor and here they allow pictures to be taken. But bordering this section conditions are terrible, and, needless to say, no cameras are allowed.

"Frankfort is administered most efficiently, and there is no sign of war-wreckage. They have a strict zoning ordinance which prohibits the removal of rubbish until plans for the new structures are submitted. This prevents everyone from going out on his own and creating disharmony in design."

Ditchy stated that other architects on the tour were Richard Neutra, F.A.I.A., of Los Angeles, Calif.; J. Byers Hays, F.A.I.A., of Cleveland, Ohio, and Karl Kamrath, A.I.A., of Houston, Texas.

Planners included T. Ledyard Blakeney, regional planner of Metropolitan Detroit; Hugh Pomeroy, of Westchester County, N. Y., and Harold Miller, of the State of Tennessee.

Wood is one of the scarcest of building materials, Ditchy said, and he added that concrete is the most plentiful, because practically all rubble is ground up for aggregate.

The group was in Germany for a little more than a month.

C. ALLEN HARLAN, president of Harlan Electric Company, of Detroit and other cities, is a fourth cousin of John Marshall Harlan, of the U. S. Court of Appeals in New York, recently appointed by President Eisenhower to the United States Supreme Court.

Allen Harlan's grandfather was a brother of the first John Marshall Harlan, of Kentucky, who served on the U. S. Supreme Court from 1877 until his death in 1911.

Allen Harlan, a public-spirited citizen, has been active in local, State and national public affairs.

For the second year, he has headed the city business unit of Detroit's Torch Drive, which included the architectural profession and the building industry. In 1953, the unit won the gold cup by attaining 233½% of its quota.

Recently Governor G. Mennen Williams appointed Allen Harlan to head the Governor's St. Lawrence Seaway Commission.

Throughout 1954, the Monthly Bulletin of The Michigan Society of Architects published a series of advertisements sponsored by C. Allen Harlan, depicting the blessings of the American way of life. The subject matter was the result of Harlan's commissioning a team of anthropologist and artist—Dr. George Lechler, of Wayne University, and Detroit artist, Marvin Beerbohm—to prepare a series of paintings together with descriptive text matter.

The paintings give particular emphasis to man's development in regard to tools, living standards, arts, food, comforts, transportation, communication and building processes.

Beerbohm, whose work has been shown in galleries throughout the United States, did the murals which now decorates the Harlan offices.

Harlan Electric Company is now doing the electrical work on Detroit's City-County building, a $2,000,000 contract.

Last year Harlan's company returned $500,000 to the Government on a contract it had for electrical work on the Jet Engine plant, Chrysler built for the Navy. The saving was effected by the use of modern methods.

SMITH, HINCHMAN & GRULLS, INC., ARCHITECTS AND ENGINEERS state in the firm's current monthly building cost report that a cost gain of but two points over last month is only enough to keep us reminded of the sawtooth pattern which may be expected to continue until next spring.

The report indicates a trend toward the establishment of great shopping centers in suburban districts, while downtown commercial construction is lagging. However, the report states, this is leaving a back-log which must be cleared within the next two years.

Schools, churches and hospitals are still being constructed at the same high rate, the report states, and it adds:

"Down in an obscure corner of a recent issue of a well-known financial publication there appeared a significant story which will miss the eyes of most readers. It tells that one of the country's largest industrial companies has announced that it will give greater consideration to dividends than to expansion. The story is not of itself important, but it is because it marks a future policy, the result of what has been taking place for the past decade. Since dividends are the measure of prosperity, there is strong support for the belief that better times are ahead. Those who have goods and services to sell will reap benefits from the augmented dividends."

EARL G. MEYER, chairman of the program committee for the Detroit Chapter, American Institute of Architects, announced the schedule of meetings for Chapter members as follows:

December 8, 1954, Adrian N. Langius, F.A.I.A, head of the Building Division of the State Administrative Department, will discuss the Northville Hospital project, of which O'Dell, Hewlett & Luckenbach are architects.

January 12, 1955, Ralph G. Gulley, A.I.A., of New York City, consulting architect for manufacturers, will speak on "Present and Projected uses of High-pressure Laminates in Architecture."

February 9 is the date of a meeting to be devoted to the allied arts, and Louis G. Redstone of that Chapter committee will be in charge. .

March 16 Walter Dorwin Teague, industrial designer, will speak on that subject; April 13 will have as its subject, "The Architecture of North Africa," with G. E. Kidder Smith, well-known writer and research scholar in architecture, as speaker; while it is expected that Lewis Mumford, architectural critic, will be the guest speaker on May 11.

WANTED — Experienced architectural draftsmen. At least six months work. Applicants should submit qualifications and samples of work. ALBERT GOORWITCH, c/o Blanton & Cole, Architects and Engineers, 155 W. Pennington St., Tucson, Ariz. Tel. 3-0597.

DEAN WELLS I BENNETT, F.A.I.A., of the College of Architecture and Design, University of Michigan, announces that the Ann Arbor Conference will be held in the Rackham building, Ann Arbor on December 9 and 10, and the subject will be "The American Consumer. His Influence on and Reaction to the Design of Mass-produced Goods."


Registration fee of ten dollars will include dinner Thursday evening, December 9 and a report of the Conference.

DETOIT CHAPTER, AMERICAN INSTITUTE OF ARCHITECTS and the Detroit Chapter of Michigan Society of Professional Engineers are jointly sponsoring a movement for architectural and engineering offices in the Detroit metropolitan area to contribute to a drive for the Red Cross blood bank.

(Continued on Page 33)
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Arrangements are being made to hold the drive on Thursday, December 30, 1954, from 10:00 a.m. to 3:00 p.m. at 157 E. Elizabeth St., Detroit, the Red Cross headquar­ters.

Inquiries are being handled by Herman Gold, of Giffels and Volet, Inc.; L. Rosett of Associated Engineers and Architects; 100 Marquette Bldg., Detroit, telephone Woodward 1-2084.

JOHN C. THORNTON, A.I.A., of Royal Oak, has been named chairman of the national committee on Human Safety for The American Institute of Architects. It is announced by Clair W. Ditchy, F.A.I.A., of Detroit, Institute president.

Other Michigan architects on Institute committees are Prof. Emil Lorch, F.A.I.A., of Ann Arbor, who is a member of the Nominating Committee, and of the Committee on Preservation of Historic Buildings; Kenneth L. Welsh, F.A.I.A., of Grand Rapids, Committee on Research (sub-committee on color); Alden B. Dow of Midland, on the same committee; W. G. Bennett, F.A.I.A., of Ann Arbor, Awards and Scholarships; Adrian M. Langius, F.A.I.A., of Lansing, Hospitals and Health; John C. Cross, Detroit, Architects' Liability Insurance.

ANNE C. KREBS, A.I.A, has opened her own office for the practice of architecture at 13973 Woodward Avenue, Highland Park, 3, Michigan. The new telephone number is Townsend 8-2134.

Miss Krebs, who has just returned from a summer in Europe, is a native of Belle­ville, Ill. She graduated from the University of Illinois in 1946, gained her experience in Illinois, St. Louis, Mo., and Detroit. She is registered as an architect in Illinois, Michigan and Missouri.

On the staff of Miss Krebs is Lester Fader, who worked with her in the office of Lein­weber, Yamasaki & Hellmuth, of Detroit and St. Louis.

THE AFFILIATE COUNCIL OF THE ENG­INEERING SOCIETY OF DETROIT announces that refresher courses for those desir­ing to take the examinations of the State Board of Registration for Architects, Professional Engineers and Land Surveyors will be held at ESD beginning January 8, 1955.

Registration, assignment to classes and payment of fees will be held at ESD at 7:00 p.m., Wednesday, January 5, it is announced by Gule J. Graham, assistant to the manager of the Society.

Application blanks may be obtained from the Society, 100 Farnsworth Ave., Detroit 2, or further information may be obtained by telephoning Temple 2-5400.

JAMES B. HUGHES, A.I.A., has been named vice-chairman of the Michigan Society of Architects 41st annual convention committee, it is announced by Edward G. Rosel­la, committee chairman.

The appointment, made at the suggestion of Society president Linn Smith, is in order so that the vice-chairman may obtain experience in the management of the convention to as to be in line for the chairmanship the following year. The Society's 41st convention is scheduled at Detroit's Hotel Statler March 9-11, 1955.

GERALD G. DIEHL, Vice-president of the Detroit Chapter, A.I.A., was Chairman of the Architects-Engineers Division of Detroit's 1954 Torch Drive, in which more than $40,000 was contributed. The A-E Di­vision is a unit of the Building Industry Group, of which John W. Armstrong, of Darin & Armstrong, was General Chair­man. The overall organization, known as the City Business Unit, was headed by C. Allen Horlan.

Albert Kahn Associated Architects and Engineers, Inc., was the outstanding firm this year, with a total contribution of $11,010.00. Employees gave $6,010.00, or an average of more than $24.00 each. The Corporation gave $5,000.00. Joseph N. French, A.I.A., headed his group in the Kahn office to achieve this splendid re­sult.

WOMEN'S ARCHITECTURAL LEAGUE will hold its Christmas Party at the Women's City Club on the evening of Tuesday, December 21. Each member will have at least one husband present, and a sur­prise is promised—perhaps the fact that the ladies will pick up the checks.

ARTHUR C. LUCAS, JR., A.I.A., of Evan­ston, Ill., has been elected to non-resident membership in the Michigan Society of Architects, it is announced by James B. Morison, Society secretary.

Lucas is not unknown to Michigan archi­tects, as he graduated from the College of Architecture and Design, University of Michigan, with the degree of bachelor of science in architecture. He was a class­mate of Linn Smith, A.I.A., now president of the Society.

Before entering his own practice in Evan­ston this year, Lucas has gained experi­ence in Chicago architectural firms of Hol­abird & Root, Childs & Smith, and T. E. Cook. He also worked for Otto M. Olsen, architect, of Duluth, Minn.

WANTED—Architect and engineer wants young associate. Should be good contact man or top-flight designer. Box 143, Monthly Bulletin.

FRED D. FARRAR, now of 424 Harris Street, Cadillac, Michigan, has been ap­pointed to a seat on the Nominating Committee for corporate membership in the Michigan Society of Architects, it is announced by James B. Morison, Society secretary.

Farrar, who was educated at Chicago's Armour Institute of Technology, was a partner in the Detroit firm of Muehlman & Farrar from 1920 to 1942. Experienced in presentation drawings, renderings, etc., he desires free-lance work in the Detroit area.

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december '54 monthly bulletin
dinner meetings, 
detroit chapter

All are at The Engineering Society of Detroit unless otherwise noted. All are on Wednesdays, except May 10—Tuesday.

Dec. 8—"Northville Hospital Project," O'Dell, Hewlett & Luckenbach, Architects, Adrian N. Langius, Speaker.
Jan. 12—Program to be announced later.
Feb. 9—Program to be announced later.
Mar. 16—Dinner at ESD, lecture by Walter Dorwin Teague at The Detroit Institute of Arts, with Metropolitan Art Association.
Apr. 13—G. Edw. Kidder Smith
May 10—Lewis Mumford

E. R. Little
EDWIN ROBERT LITTLE, 67, head of the E. R. Little Engineering Co., 806 Kales Bldg., Detroit, died at his home, 447 Ri-

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some sixty-five enrollees in the Plumbing and Heating Estimating course sponsored by the Heating, Piping and Air Conditioning Contractors Detroit Association in their newly established Mechanical Estimating School. The school offers a two-semester course per year with fifteen weeks in each semester and classes held twice a week. In the immediate forefront is lovely registrar Mrs. Maria Parr, whose untiring efforts and efficient planning with the Committee on the program has resulted in inaudible comments from the whole Association. At left, standing, is John J. Petrik, instructor.

CLARENCE M. KIMBALL has been elected president of the Northern Sash & Door Jobbers Association, succeeding Wm. C. A. Costello of Philadelphia. Kimball is president of Kimball & Russell, Inc., 2127 Fenkell Ave., Detroit, wholesale distributors of lumber specialties for southern Michigan.

The Northern Sash & Door Jobbers Association, with headquarters in Chicago, has over 100 jobber members, operating in 18 state area from New York to Nebraska, whose combined annual business approaches $1 billion dollars.

Purposes of the association are to keep members abreast of Federal laws affecting commercial standards, taxes, etc., and to provide a clearing house for interchange of ideas and information on new products and new methods and techniques in distribution, selling, etc.

JOHN HARTNETT and WRIGHT HITT of Owens-Corning Fiberglas Corp. were hosts to architects in the Detroit area at a cocktail party and display of new decorator fabrics and sound control materials in the Michigan room of the Hotel Statler on October 26.

Among those in attendance were Linn Smith, president of the Michigan Society of Architects, Lyall Askew, Ray Perkins, Bryce Tellford Lyall, Delphine Budzynski, Gene St. George, Cyril F. Cox, Gene Struck, Neil Bertram, Lillian Jackson Braun, John VanderVeen and William Boecheinstein, of Detroit Fiberglas Insulation Co.

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