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COVER PICTURE

The Eagle Hotel in Concord is a familiar landmark to many citizens and travelers. Located directly across Main Street from the State House, it has occupied a strategic position ever since 1827, when erected by William Richardson and then known as the "Eagle Coffee House." On August 25, 1851 the building was destroyed by fire, but was reconstructed in 1852 and later enlarged in 1890.

Many governors have made it their headquarters and many are the "deals" that have been talked over and settled within its ancient walls.

The cover picture illustrates one phase of the modernization program which began in 1945. This "face lifting" was a relatively simple job, yet it made a striking improvement in the building's appearance. The fine old brickwork was given a new lease on life and a new architectural character by raking out the joints, pointing up with white Portland cement mortar, and cleaning down.

Most of the other renovations were in the kitchens and other service portions of the building, and structural changes were made to provide ultimately for two additional stories. Architects were Lyford and Magenau of Concord, and Harty Construction Co. of Boston was General Contractor.

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THE PRESIDENT SPEAKS

The construction industry is constantly on the alert for recognizing any possible means of increasing efficiency and lowering cost without impairing structural strength and usefulness.

It is interesting to read articles relative to this important matter of high cost—prefabricators claim factory assembly and prefabrication are most essential—material manufacturers claim their product is most important in eliminating high cost—the client claims lack of efficiency and tardy labor as important reasons for high cost—the contractors claim the architects are too many times the cause of unnecessary high cost. The architects blame "too many times" everybody but themselves for high cost.

As I review varying opinions, some soul searching in our own profession would be most appropriate as ably pointed out by James G. Morris, Executive Secretary, Heating, Piping and Air Conditioning Contractors, Boston Association, in his thought on "HOW HIGH IS UP?" Mr. Morris' query is not absurd. We architects and engineers who have a prime place in determining cost as authors of plans and specifications could well do some self analysis in searching for this answer.

I am sure we are great respecters of our colleagues in the various contracting and trades agencies and respect the legitimacy of their business—but, are we preparing such thorough and clearly defined plans and specifications as not to require the contractors upon whom we depend for bid proposals to become involved in a guessing game. All owners are desirous of having guesswork eliminated from their project, and for that reason they engage the services of architects and engineers, who because of their special knowledge, are expected to indicate and specify what is to be furnished and done that each price submitted may be arrived at by means of sound figuring. When incomplete plans and vague specifications are the basis of figures submitted, the owner is not obtaining the protection he desires and to which he is entitled.

Every legitimate contractor is entitled to a fair profit on his work and submits his price accordingly. However, when his figure is based upon guesswork, he is justified in including a cushion which will protect him in the event that his guess is wrong. He wants to be fair with the owner and regrets that in taking such steps in his effort to adhere to the bidding documents and protect himself, he may be working an injustice upon the owner. He prefers to have a sound basis upon which to figure his costs and thus be able to submit a price which is fair to the owner as well as to himself.

Unfortunately, as Mr. Morris relates and we must honestly concede, the solution of the problem in our answer to "HOW HIGH IS UP?" lies in a very important measure in the hands of the architects and engineers for, regardless of the best intentions of the builders and contractors, they can do nothing without the cooperation of the architects and engineers in an effort to prepare bidding documents in a manner that will forbid any reasonable doubt as to what is intended on the part of a bidder.

First Annual Meeting
of Engineers Sept. 23

With only a year behind it the N. H. Society of Engineers now has an active membership of almost 200 from various branches of engineering, represented by men from all parts of the state. At the last meeting held at the Laco Tavern on May 17, Speaker of the House Richard F. Upton was heard on the subject "Engineering and the Law," with particular emphasis on the engineer's role in court.

The next meeting, which will be the first annual meeting of the Society, will be held in Portsmouth on Saturday, Sept. 23 afternooand evening. A part of the program will consist of an inspection trip through the Schilling Station, new mercury steam plant of the Public Service Company, and the election of new officers.
The best vacation is one that involves a range of scene and plenty of relaxation. There are a few rugged individualists who can get their relaxation by staying at home for their vacations, ignoring the usual routine of chores, dressing up, getting to work, etc. But most people have to go off somewhere, with the idea of getting their relaxation after arrival. When all over, they find that the tiresome work (1) getting ready to go, (2) going, (3) unpacking and getting ready to relax, (4) maintaining the commissary and laundry departments, (5) getting ready to return, (6) returning, and (7) unpacking again—has left precious little opportunity for relaxation itself, the main expectative of the whole proceeding.

This is also true of the institution known as "making a cottage for the summer." In this case a still greater share of the burden falls on the long-suffering housewife, especially if there are young children in the family. The summer camp has, of course, few of those labor saving gadgets which the average family deems as a result of modern advertising and which it affords mostly by recourse to deficit dancing.

Our summer camp is up on Ragged Mountain, Andover and it has electricity and plumbing, it is quite comfortable. But there was no way to get hot water except by heating it up on an electric plate or on the wood stove, so we decided to cut down the drudgery a little by installing an automatic water heater.

Having decided on electricity as the fuel, the piping had to be installed. A nearby neighbor who had all the necessary tools finally helped me that I could put the piping in myself—so, having specified and laid out our many plumbing systems, I figured the job would be simple and rewarding. I would learn a little and have a little fun and also have the satisfaction of personal accomplishment.

Now that the job is nearly done, I have considerably more respect for plumbers. I have real feeling for the poor plumber who has to go back to the shop for a certain tool or fitting that he forgot (I did that at least a dozen times). I know the back breaking, body twisting positions he has to get into, making connections in impossible places. I know how exasperating it is for the conscientious workmen to finally turn the water on and find a leak, usually at the point farthest removed from a union connection. I also know the difference between a close nipple and a coupling, how you have to allow for pitch and threading and space for an elbow to swing. I know how to use a pipe cutter, die stock and reamer and why the pipe should be reamed after threading, and a lot of other things that heretofore have just been words in a specification.

My good friends in the plumbing trade will not regret that one of them did not get this job;—elementary as it was, it gave me an insight into ordinary plumbing problems that could be gained in no other way.
Jury Reports on State Office Building Designs

(Lack of space prevented including this report in the June issue of the N. H. ARCHITECT, in which the winning design was published. Second prize designs are reproduced on pages 7-8 and 9 of this issue.—Ed.) Third prize designs will be reproduced in the August issue.

The jury of award consisted of Caleb Hornbostel, chairman, New York Architect; Harold D. Hauf, Editor-in-chief, Architectural Record; and Professor Hugh Morrison of Dartmouth College.

The Professional Adviser for the competition was Lawrence B. Anderson of the Department of Architecture, Massachusetts Institute of Technology.

The jury met at 9:00 A. M., May 19, 1950 in room 305 of the State House Annex in Concord, New Hampshire. It received a report from the Professional Adviser, and satisfied itself that the conditions of the competition had been met. Two visits to the site were made.

The jury met continuously until 11:00 P. M., reconvened at 9:00 A. M. on May 20, and during its morning session arrived at the final awards.

The jury awards the prizes in the competition as follows:

First Prize Competitor No. 16
Second Prize Competitor No. 8
Third Prize Competitor No. 29

The jury considered both first and second prize designs of outstanding architectural quality, carefully studied in all details of a complex program, and skillful and effective in their solution. It considered that the first prize design was marked by the following particular merits:

NO. 16

1. Use of Site. The design makes effective use of the site, considered both in relationship to the approach to Concord from the East and in relationship to its immediate surroundings. It would look well from the thruway and traffic circle, along which most spectators and visitors will travel, and location of both main entrance and police entrance would be immediately visible from the thruway approach. Though access is by Stickney Avenue, the latter has the character of a service road. The important of the building relative to the State Highway Garage is signaled by its greater height. The plot plan, with public parking at the South nearest the main approach and easily accessible to the main entrance, and personnel parking up the North, near employee entrance, is well laid out.

2. Simplicity of Construction. The simple and standardized structural system, using uniform twenty by twenty-one foot bays, is practical and economical.

3. Flexibility. The use of non-bearing partitions between all office and work spaces permits a maximum flexibility in case future remodelling for different uses becomes necessary.

4. Efficiency of Plan. The relative compactness of the plan permits easy circulation between all parts of the building, and the area assigned to administrative subdivisions are carefully related to one another for efficient use. The jury especially approved of the close relationship between entrance lobby and the Motor Vehicle office, and the latter is so arranged that later addition of drive-in registration facilities would be feasible. Also recommended were the central location, on the second floor, of a public hearing room that might be used by any department, and the location of the blueprint room between the two main drafting rooms, for Bridge and Road design, with access from both. The main drafting rooms have north light, and the orientation of other office and rooms to sun and view is well thought out.

5. Architectural Appearances. The building presents an interesting and varied appearance from all sides, a particularly difficult problem on so long and narrow a site. The combination of brick, glass, and certain stone features is an effective use of materials. For the site depressed below the level of the thruway, the use of one main three-story block contributes to the quality of dignity desirable in a state building. All details of fenestration, entrances, etc. are well handled, and composition of wall surfaces and masses is effective.

The second prize design, in the opinion of

(Continued on page 10)
JURY REPORTS ON STATE OFFICE BUILDING DESIGNS
(Continued from page 6)

jury, closely rivalled the first prize design in quality. The following features were particularly noted.

NO. 8

1. Use of Site. The plot plan is excellent, but it was felt that the building would not make immediately clear the location of its main entrances to visitors approaching along the thruway and traffic circle. A reversal of the plan from North to South would have brought the main entrance into more direct view from the Stickney Avenue approach. It was felt that a long two-story building is not as well suited for the low elevation of the site, especially as viewed from the thruway. The placing of the building on the long axis of the site raised difficulties with a western exposure and required the introduction of sun shades and vertical fins as sun-control features.

2. Simplicity of Construction. This solution was conceived with an ingenious structural system which was especially well integrated with the architectural aspect of the building.

3. Flexibility. This design perhaps exceeds the first prize design in flexibility.

4. Efficiency of Plan. The organization of interior spaces shows planning skill of a high order. It closely rivals the first prize design in planning efficiency, sharing many of the particular merits commented on above. Location and layout of the main Motor Vehicle office, with its possibility for future drive-in registration, is well handled, and the internal relationships of the complex requirements are simple and straightforward. Some criticism might be made of the rather remote location of the public hearing room, at one end of the long second floor corridor. Access from the Police Department to the files of the Motor Vehicle Department would also require traversing the main public lobby.

5. Architectural appearance. This design, it was felt, has unusual architectural distinction in the handling of all elevations and details. The two-story building is a very handsome design in its complete integration of structure, form, and details.

NO. 29

1. Use of Site. This design also possesses an efficient site plan, and handles very well access to the main entrance, which faces the thruway.

2. Simplicity of Construction and Flexibility. Although the structural system is simple the use of wide piers between windows leads to less flexibility for possible rearrangement of the plan than is the case with the first and second prize solutions.

3. Efficiency of Plan. The arrangement of the first floor plan is substantially similar to that of the second prize design. This design has fulfilled the requirements of the program in the opinion of the jury, but not with the same degree of efficiency as the first and second prize solutions.

4. Architectural Appearance. This design exhibits a sensitive handling of materials and has the most monumental appearance of any submission in the competition. Due to the low elevation of the site relative to the thruway it is felt that the one story wing would not as important a part of the general aspect as it is in the drawings. This end of the building would undoubtedly be dominated by the greater height of the Highway Department Garage.

The jury commends the three prize winning designs for the careful indication of details, space arrangements in individual departments and office areas and also the clarity of presentation of the complex relationships required by the program.

Caleb Hornbostel, Chairman
Harold D. Hauf
Hugh Morrison

With a plate in her hand and a puzzled look on her face, the waitress stopped beside a table. "Are you the boiled cod?" she asked curtly.

"No," he replied, "I'm the hungry sole with an empty plaice, hoping for something to fillet."—Times of Brazil. (Sao Paulo)

A successful author is one who can make glaring mistakes in grammar and thereby cause them to come into good usage.—Alice Dixon Bond, Boston Traveler.
Merchants erected perhaps five out of every six single family homes last year—a staggering total of nearly 700,000. Architects, unfortunately for themselves, for builders and for the home buying public are paying no such part. Of homes costing $12,000 or less, perhaps one in three had the direct benefit of an architect’s skill, imagination and training. The others “just grewed.”

The big news in home building this year is the unanimity with which the home builders at their annual convention recognized the importance of better planning and better design, i.e., the importance of the tangibles and intangibles the architect can and should contribute to better homes. Heretofore, it has been half the fault of the builders if the design of their homes was no better than it was. It costs more to erect a well designed house than a poor one, but too many builders have kidded themselves they could save money by dispensing with an architect. In the past two years or more of them have realized that this penny wisdom is pound foolish.

Says big Builder Frank Sharp of Houston: “The dollars I pay my architect add more to the value of my homes and the total of my profits than any other dollars I spend.” The most cursory comparison of the builders’ houses in this issue with the best builders’ houses the Forum could find for its small house issue a year ago shows how fast the builders are moving towards better design and better use of the architect’s services. But too many still think they can economize by budgeting as little as $10 for the plans for an $8,000 house.

But not more than half the blame can be charged to the merchant builders for the small part the architects have played in American housing. The attitude of too many architects is been both Pharisaical and Levitical. Like the Pharisee, they have thanked God publicly at their own houses were not like the builders.” Like the Levite, they have been content to pass on the other side without lifting a hand to help the great mass of home buyers. What would we say if the medical profession, regardless of the reason, had done as little for the health of two-thirds of the tax-paying public as the architectural profession has contributed to their housing?

Granted that merchant builders have been slow to recognize the primary importance of the better design and better planning, the merchant builders can take very real pride in their achievements since FHA financing first made it possible for them to attempt assembly-line methods to transform home building from a wasteful trade into an increasingly efficient industry. On a free enterprise basis they have created the great paradox of American housing, confounding politicians and social planners alike, by providing good homes for taxpayers at less cost than the public housing these taxpayers are being taxed to provide for people too poor to buy or rent the cheaper houses the taxpayers are proud to occupy.

Now the home builders are recognizing their need of an architect’s help, and the necessity of offering a more adequate reward for that help. We hope the architects in turn will meet the builders half way and be proud, for a reasonable reward, to play an increasing part in raising the standards of American housing and American living, not alone by devising new plans for the well-to-do which can perhaps later be adapted to mass housing, but by direct participation with the builder in designing better homes for the average family. It would be a very fine thing if the heads of the A. I. A. would get together with the heads of the National Association Home Builders this spring, abandon the fiction that it is unethical for an architect to help a home builders for less than full commission, and work out a new fee basis for designing builders that would at one stroke raise the standard of American housing and open a whole new market to the architect.
This design by Dan Kiley, A.I.A., of Franconia, is a refreshing example of a building type usually built without benefit of architect. Its construction is simple wood frame on piers with exposed interior studs painted white, plywood floor painted gray, ceiling rafters exposed, tilt-in windows, pivot door painted red. Roof is 3-ply built-up and exterior is Weldtex weatherproof plywood. Terrace floor is of wood with open joints.

Much of the structure was prefabricated in the yard of Contractor J. J. Viette of Littleton. Mr. Joseph Cotrufo of Littleton is the Owner.

Overnite Cabin, The Inn, Littleton, N. H.

Overnite Cabin Designed by Dan Kiley

See Plan on page 1

View of Garden Entrance Court with pierced roof, The Inn, Littleton, N. H.
Wilton Grade School Adds Four Classrooms

Perspective rendering of the Wilton Grade school addition, designed by Tracy & Hildreth, architects of Nashua, N. H. The addition is to be attached to an existing gymnasium-auditorium adjacent to the existing school. It provides four additional classrooms, cafeteria, toilet rooms for the children and for adults using the auditorium for evening activities. Each classroom has a generous work area and separate toilet rooms are provided for each pair of classrooms.

The project is being erected by a non-profit corporation called the Wilton School Trust, Inc., which receives its funds by gifts and donations, supplemented by an appropriation of $15,000 by the School District of the Town.

The building has brick exterior with cinder block backers, cinder block partitions, asphalt tile flooring laid on concrete slab, acoustical tile ceilings, bar joist and gypsum plank roof, and tar and gravel roofing.
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New England Near Top in Nation-Wide Construction

73 Percent ahead for First five months of 1950

Boston, Mass.—Construction activity in New England in the first five months of 1950 showed a percentage of gain over the first five months of 1949 that ranked New England third among the 15 Dodge districts in the rate of construction contract awards as compared with last year.

“This news should be an eye-opener for some other parts of the country that think New England is standing still,” said James A. Harding, F. W. Dodge's New England manager in the gathering of the company's construction news and statistics.”

Only the southern Michigan and the southeastern districts of F. W. Dodge's construction newsgathering operation in 37 states east of the Rockies reported greater gains over 1949. New England was 73 per cent ahead. The other two districts were ahead respectively 116 and 79 per cent, making New England a very close second.

“These figures represent only actual contracts that our reporters have found and reported,” Mr. Harding said. “Assuming that our staff has done an equally complete job of news gathering in all of the 15 Dodge districts, it shows conclusively the strength of New England’s will to progress.

Granite State awards also up 73 Percent

Boston.—New Hampshire construction contract awards in May totaled $5,021,000, or 14 per cent more than the April figure of $4,417,000, and 153 per cent more than the total for May 1949, it was reported today by James A. Harding, district manager of F. W. Dodge Corporation, construction news and marketing specialists.

This brought New Hampshire's total for five months of 1950 to a total of $13,231,000, or 73 per cent above the corresponding total for five months of 1949.

Residential contracts at $1,049,000 were 13 per cent ahead of the April figure and 57 per cent ahead of May 1949, to bring the five months of 1950 ahead of the same period of 1949 by 35 per cent.

Non-residential construction awards for May increased over the April figure by 1 per cent, and the public works and the utilities total increased by 76 per cent.

Government Stimulation of Construction Boom Unnecessary in Opinion of Holden

Underlying factors in the demand for new construction are “very strong indeed” although the present government-supported construction boom may be expected to taper off at some future time, according to Thomas S. Holden, president of F. W. Dodge Corporation, construction news and marketing specialists, New York, writing in the June issue of Architectural Record.

“In spite of record dollar volumes of construction in 1948 and 1949,” Holden states, “total new construction investment in those years was low relative to national income, approximately 9% each year. In 1925, 1926 and 1927, years of high prosperity and great economic expansion, new construction investment ran to 15% of national income.”

Holden points out that total physical volume of new construction in 1948 and 1949 was actually less than in comparable periods in the late 1920's.

Demand for new construction, according to the article, derives from factors tending toward economic growth, and those factors are present in the American economy “perhaps in greater measure than ever before.”

After analyzing various growth factors, Holden states that an important and essential factor is missing, namely “a set of over-governmental policies which will command the hearty support of a clear majority of the American people. In all previous eras of sustained and rapid expansion there has been a far greater degree of unanimity than now exists.”

In Holden's opinion, government stimulation of the construction boom is unnecessary and currently being overdone. He points out that government-supported boom is apt to run its course, just like any other kind of boom. In particular he sees the possibility of housing surpluses, if current record-breaking activity continues much longer, “Housing production at the rate of more than a million units a year will continue indefinitely,” he says.
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Plans August Outing at Wentworth-by-the-Sea

New Hampshire Architects' annual summer outing sponsored by the New Hampshire Chapter of the American Institute of Architects will be held this year on Thursday, August 17, at Wentworth-by-the-Sea, New Castle, New Hampshire, one of America's most beautiful summer resort hotels, with everything prepared for fun—boating, bathing, fishing, tennis, golf. Mr. and Mrs. Smith have just completed their new Flamingo Room which will be given to the architects for use on our outing date, in which, also, will be served our outing banquet at even time.

So start saving your shekels, boys, and bring that good wife or your sweetheart along—surely the whole family if you choose. Dinner complete from soup to nuts will be $3.00.

Just picture—a New England resort of infinite charm on the Atlantic Ocean, complete every appointment a summer visitor should want—and you have the magnificent Wentworth-by-the-Sea.

From its long, broad veranda on New Hampshire shores, you see the Isles of Shoals, intriguing and seemingly rising out of the sea, with all the lore of far away places. The Isles are seven miles out, and to the left is the Piscataqua River. (Continued on page 20)
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taqua River, and the State of Maine on the other bank.

Staying at Wentworth-by-the-Sea is like a newly discovered fairyland of rest, relaxation, and wholesome activity, with a busy calendar of constant doing.

And newly discovered The Wentworth was, by Mr. and Mrs. James Barker Smith, who were lured to the New Hampshire resort five years ago, from the state of Texas. Even as you and I, they were struck by its beauty and charm and they purchased it, with great plans for its future.

Having given Wentworth-by-the-Sea a new life and scintillating verve, along with a great deal of modern refurbishing, rebuilding and decoration (with Mrs. Smith on the artistic and decorative phase), the Wentworth guest ledger has been more than tripled in the four summers of business under Smith ownership and direction.

The New Hampshire gathering place has a golf course of its own, of unexcelled offering, a pitch and putt course which is as attractive as it is testing, three tennis courts of championship caliber, two swimming pools and a full-fledged auditorium located in “The Showboat,” as the land-locked huge vessel is called. Altogether, there are seven fine public rooms which may be used for cocktail parties, meetings and banquets.

In giving Roger, the 7-yr-old son of a Baptist pastor, a rub down after his bath recently, his mother noticed his back and hindquarters were covered with deep-colored bruises.

“What would daddy say?” she asked. “You must be careful not to play so roughly.”

“Gee, mom,” shot back Roger, “those bruises aren’t from playing rough—they’re from sitting too much on church seats!” — JCREASON, Louisville Courier-Jnl Mag.

Tact is the knack of making a point without making an enemy.—Man’s Shop, hm, House of Ensign. (Cape Town, S Africa)

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