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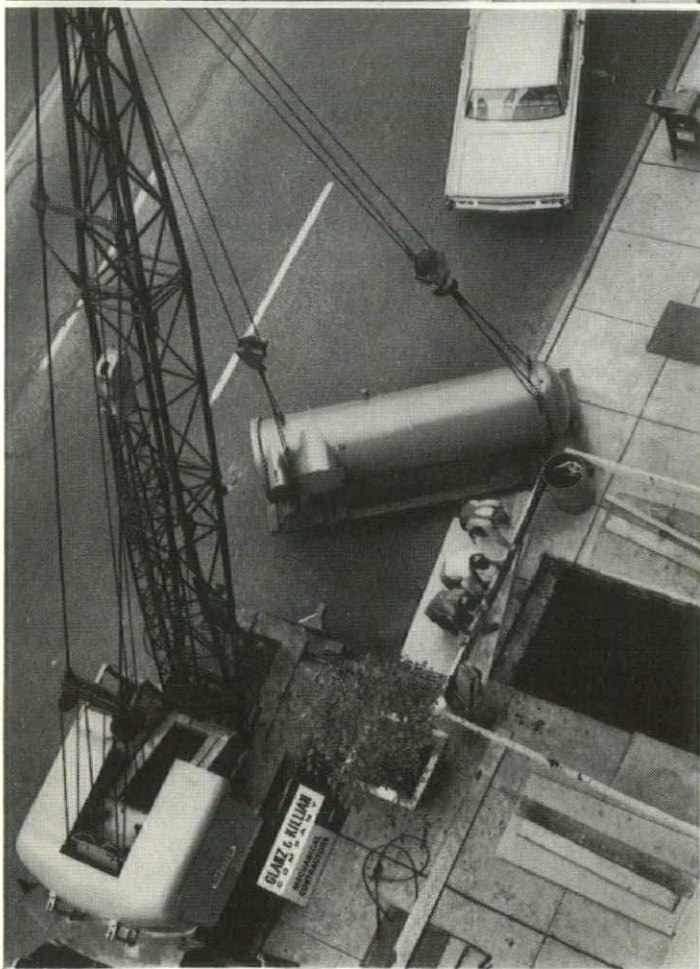
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27-ton boiler on its way to the top of Gas Company building where it was joined by another boiler and the air conditioning equipment.

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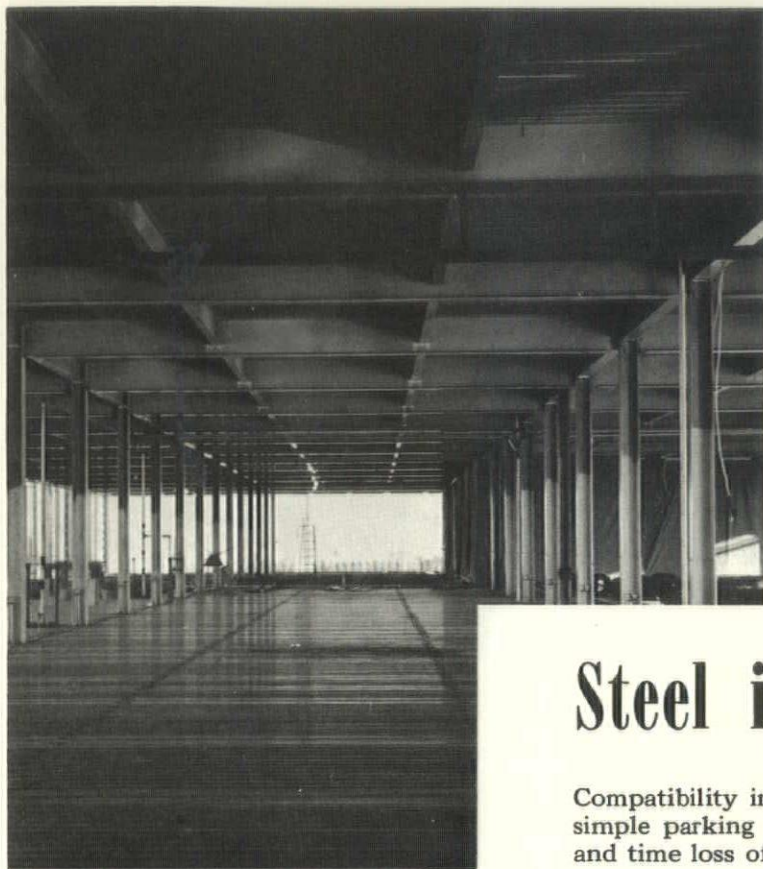
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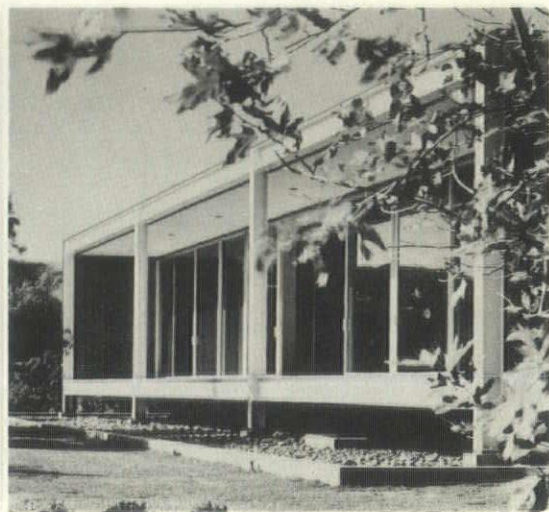
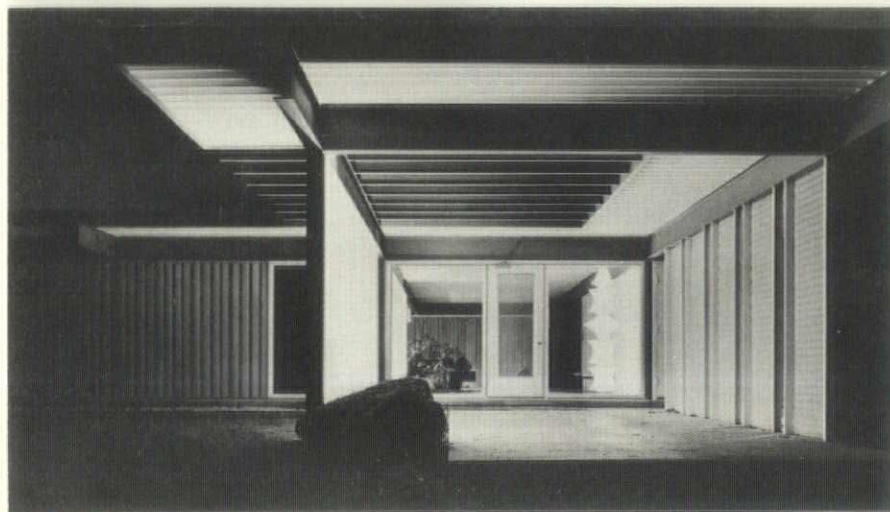
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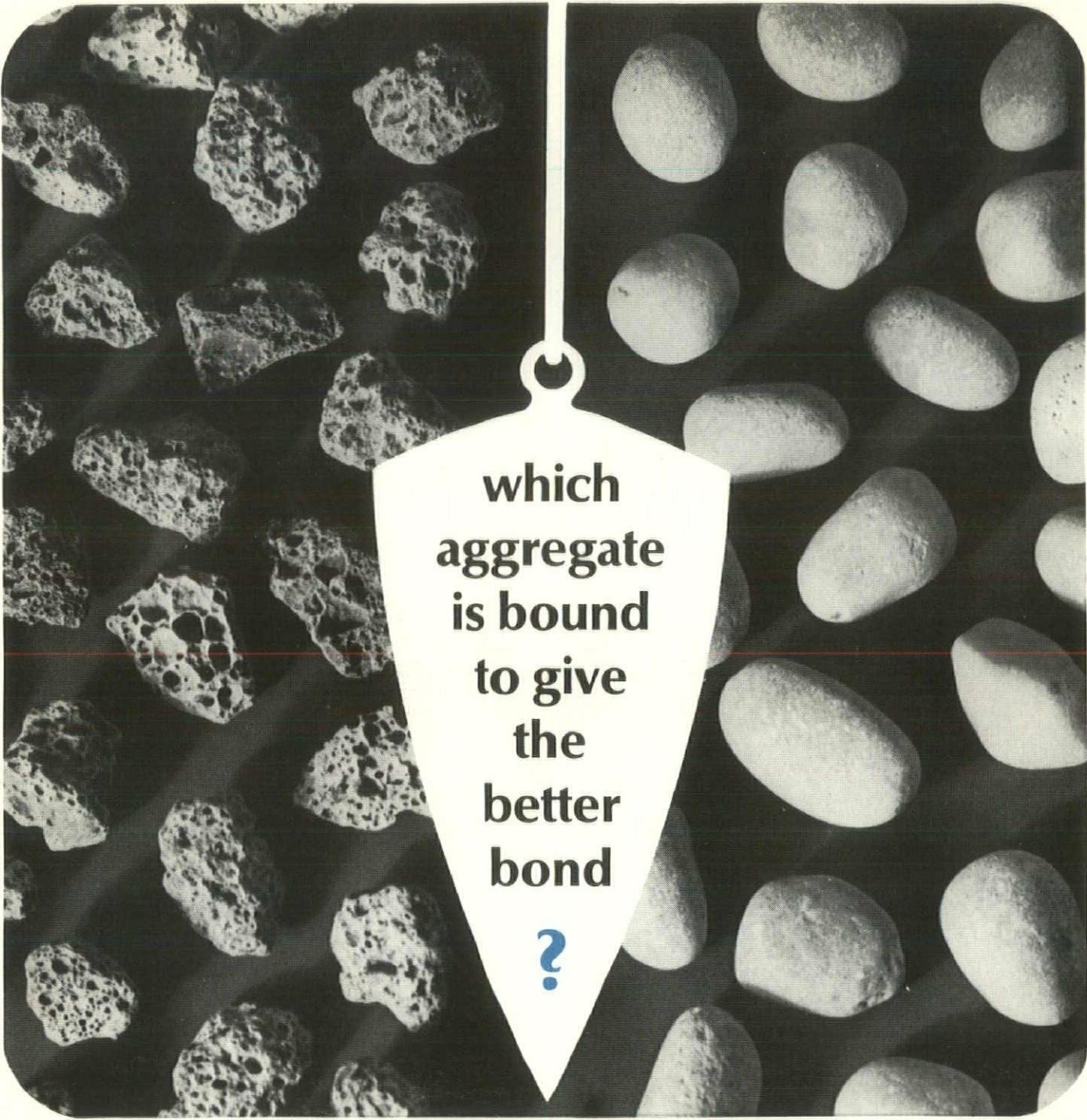
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EDITORIAL

The Voices of Civilization was a program sponsored by the U of M's College of Architectural and Design as a part of the year long observance of the University's 150th year. Held throughout the first week of October, it included a retrospective exhibition of the works of one of the great architects of our time and was built around a visit to the campus for the week by that architect. Pietro Belluschi is a man most eminently qualified to speak about the civilization with which man has surrounded himself in the 20th century. His birth in Italy was 68 years ago. He studied architecture in Rome in the early 1920's and then like so many of his countrymen he came to this country to pursue architectural education at Cornell, and went to live in the Northwest of our country. In Portland, Oregon he practiced architecture and began to build the reputation that now surrounds him. Those who attend this year's AIA convention in Portland will have ample opportunity to study early Belluschi works.

It was while he served as Massachusetts Institute of Technology's Dean of Architecture from 1951 to 1956 that he was able to study contemporary civilization in all its aspects, and during this period he performed many great services to add luster to the American scene. He contributed enormously to architectural education on the highest possible plane of understanding, not only at MIT but over the entire nation, and as a private consultant he brought order, beauty, and greatness to what otherwise might merely have been good. A member of the Board of Consultants from New York's Lincoln Center he was also the architect of the Julliard School in that complex.

Now in retirement, Pietro Belluschi observes the world and its unsettlements and reflects on the condition of our civilization. Though he sees much to indicate the fragility of our contemporary values he is not despairing. As he speaks of what he sees around him in delicious liquid voice touched with faint accents of his native tongue one senses a depth of understanding having its roots in the classics of antiquity but enriched by a feeling born of direct dealing with the environment of today. Here is a man to whom the environment is not only a reflection of the state of humanity, but to whom that environment is

a tool through which man can assess his own condition.

Such assessments can so readily be read in the architecture of a given age. The historic "styles" of architecture—classic, gothic, renaissance—all began with logical statements of principles and order, and progressed in refinement to and beyond their heights, inevitable ending in contrived and giddy banality. The Rococo finale to the Baroque period is perhaps the essence of this, reflecting very sympathetically the society which created it.

Most often mankind has rebounded from such excesses by finding new ways out of the morass, applying new thought to relieve the desperation reflected in its architecture. The Victorian period was one generally of comfort, affluence, and peace, and with the absence of problems that these characteristics provided, mankind had ample opportunity to invent false and often absurd complexities for their society. Their architecture followed this in a parade of efforts to recapture the surface beauty of the past without the other concurrent rationales that had produced substance and value in the first place.

Bauhaus functionalism swept away the cobwebs of the 19th century confusion. Its robust insistence on logic and order accompanied the deeper sense of the structure of humanity. The Victorian impression of the architect as the personal artist was no longer found to be realistic or valid, and his role as the servant not of people but of humanity began to emerge. With the 20th century too came the realization of the greater relationship of architecture to the world around us and a far deeper understanding of the impact it can have. Architecture can be socially useful as well as beautiful.

Pietro Belluschi points out that our age is in the midst of one of the most radical revolutions of all time. We are experiencing enormous scientific and technical advancement which has not yet begun to find its place in our society. This advancement has great momentum, and this is good. But it is changing the very structure of family and society. Man's beliefs and his cultural standards can not accommodate the vast array of progress in these fields of which we now are capable. The great achievements are not producing the Great Society. The many marvelous triumphs of Urban Renewal, while on the whole a financial

success are by and large a sociological and cultural failure. The machine contrived patterns for our cities, mathematically correct in all respects are no more valid for us than the wan watercolor sketches of 50 years ago which hang in heavy frames and heavy dust on the walls of planning offices throughout the country. Human feeling is missing from it all. Too often our planners and architects today want to sweep away all that is there, including the trees, and start from scratch. "Away with the slums!" may be a fine cry in some cases, but "slum" is really more a state of mind than a physical thing. Though they may be physically run down, our surroundings have subjective character and subjective beauty; our cities can not be manipulated like paintings. San Franciscans, who love their city as much as any group of citizens in the world, have raised loud objection to the glittering new towers that "deface" the character as well as the skyline of their beloved.

Urban aesthetics is an extension of architecture, and the architect must be more than an artist or technician. Belluschi does not advocate keeping the slums per se, but sees us building the slums of tomorrow in a headlong dash that by-passes subjective patterns and values. We are going too fast (perhaps we are forced by the urgency of the future crowding us) to have time to learn from our mistakes and to develop mature thought in our planning. We can not create instant San Franciscos, but we can perhaps throw away a little less of what we have. In some parts of Africa there are native villages devoid of plumbing but which are works of art, resplendent in brilliant color and a spirit of pure enjoyment. More familiar perhaps are the cities of Denmark, where the ugly and utilitarian is discreetly hidden, and the city's honest character is a subtle education in aesthetics and beauty.

Pietro Belluschi's is a profound, and intense voice of our civilization speaking to us with a directness that underscores our problems, but with an optimism for our age that is healthy and reassuring. Our civilization and our profession owes much to many of the sons of Italy, and the calm reassurance of this man is indeed comforting and at the same time challenging.

David L. Williams, AIA

BULLETIN

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what is an Architect?

An architect is first of all a human being; subject to all the dreams, frustrations, attributes and faults of other human beings.

He understands the wants and desires of others and attempts to translate these desires into reality.

He is an educator for he has found that many times the public must be taught to appreciate and enjoy good design.

He has special responsibilities for he must show how the most simple or complicated design can be beautiful.

He is apt to be a dreamer, in the same manner that the inventors of the telephone and the radio were dreamers.

He works with form, space, strength, color, and texture.

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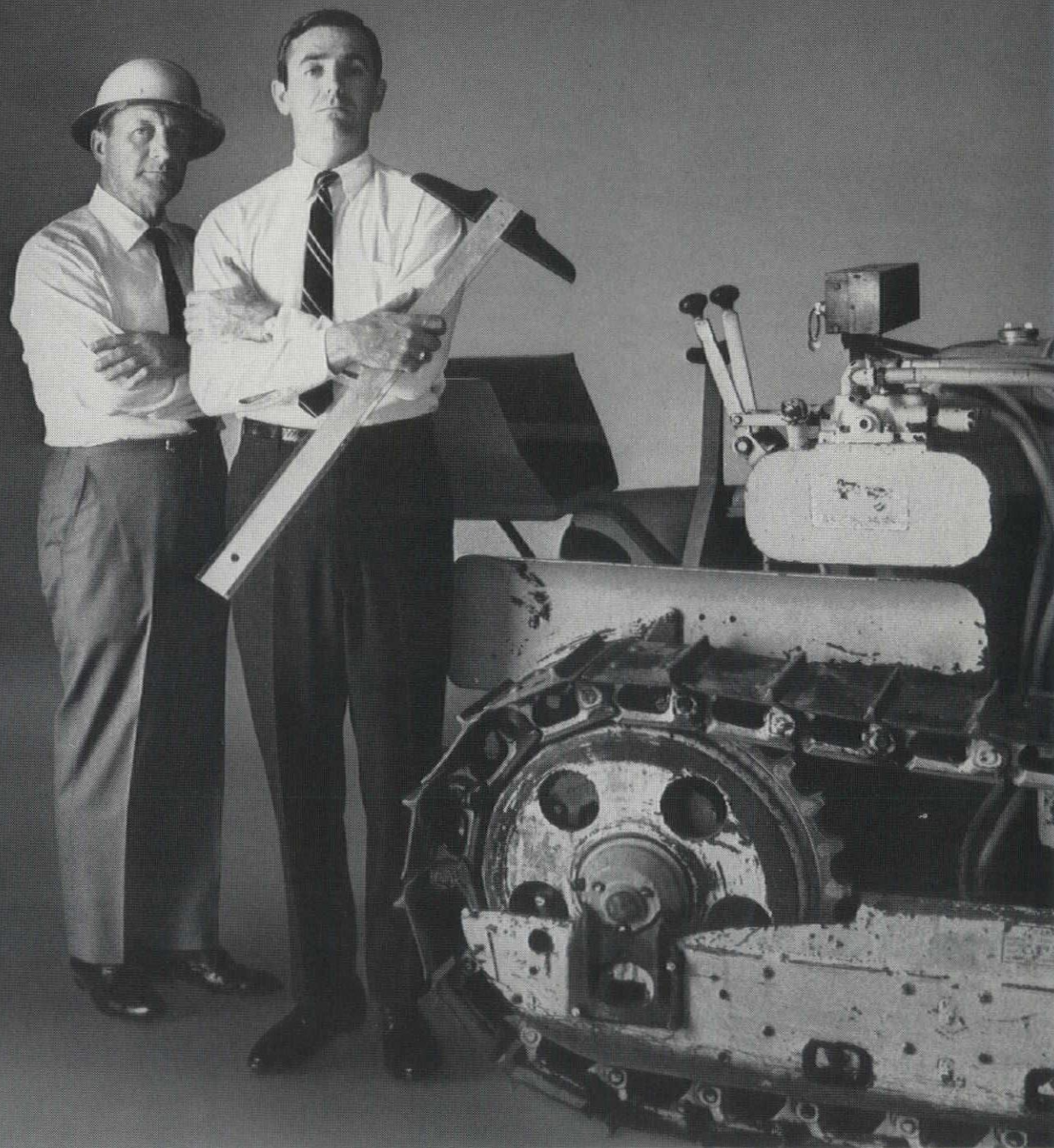
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CALENDAR

January 24, 1968

Anthony Adinolfi, guest speaker of Detroit Chapter—Engineering Society of Detroit.

February 14, 1968

First Annual "Construction Industry Feedback Seminar". Engineering Society of Detroit.

March 13, 14, 15, 1968

54th Annual MSA Convention—Detroit.

Langius Honored by U of M

Adrian N. Langius, FAIA, was presented a special Sesquicentennial Award by the Board of Regents of the University of Michigan.

Langius, a graduate of the College of Architecture and Design of U of M, the chief Architect for the State of Michigan as Director of the Building Division. Over a period of 37 years he has been responsible for administering all of the State's multi-million dollar building programs.

For many years Langius has been

active in the advancement of the architectural profession. He has served as Director of the Michigan Region of the American Institute of Architects, President of the Michigan Society of Architects, President of the Western Michigan Chapter of the American Institute of Architects, President of the Michigan Association of the Professions, and in many other capacities in these organizations of the profession.

In 1948 he was elected Architect of the Year, in 1953 elevated to Fellowship in the AIA; Gold Medal of the Michigan Society of Architects; in 1964 the Gold Medal of the Detroit Chapter of the American Institute of Architects; in 1964 the distinguished Service Award of the Michigan Association of the Professions. In addition, Northern Michigan University in 1965 conferred upon him the Honorary Doctor of Laws Degree, and in 1966 he was made an honorary alumnus of Michigan State University.

New Branch Office

Crane and Gorwic Associates Inc.

Planning and Design Consultants announce the opening of a branch office at 1108 South University Avenue, Ann Arbor, Michigan 48104. Telephone 313-769-1600.

Ski Club to hold Meeting

The Detroit Architectural Ski Club will meet at Pine Knob on Thursday, January 18, for cocktails and dinner and weather permitting—skiing.

Founded by Frank Klaetke, Jerome Chirco and Yosh Machida, the club is making plans for its first year of events.

A complete line of rental equipment is available at Pine Knob and their accredited instructors are available for beginners, intermediate and expert skiers. Reservation for the evening at Pine Knob may be made by calling Detroit Chapter headquarters office.

CEC Legislative Day

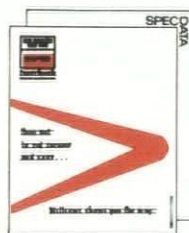
The Consulting Engineers Council of Michigan is completing plans for a state-wide Legislative Day devoted to current community improvements.

The program, which will be held February 13, 1968 in Lansing, Michigan, is expected to attract engineers, architects, and land surveyors from all parts of the state to meet with legislative officials.



Williams New Product Literature Now Available

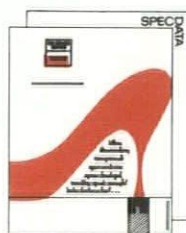
INCLUDING CATALOGUE AND SPEC DATA SHEETS



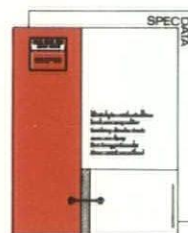
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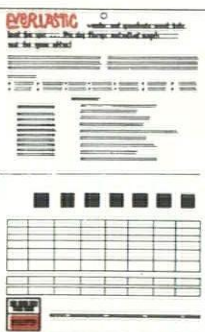
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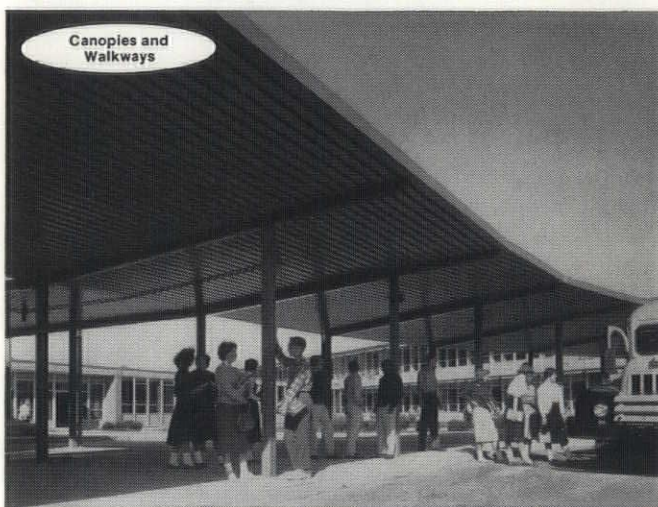
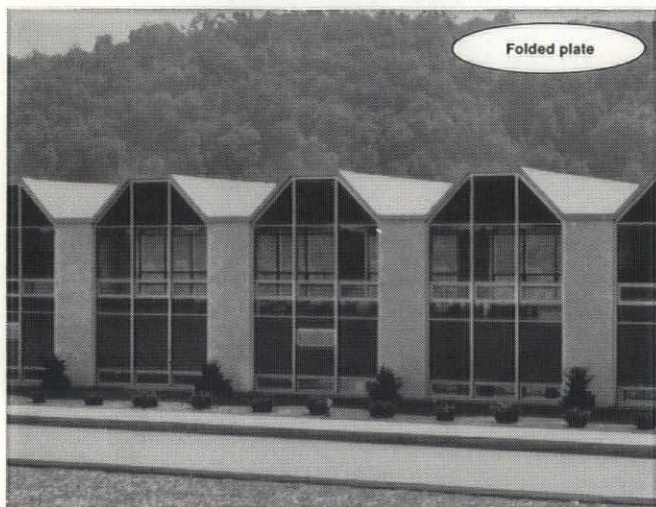
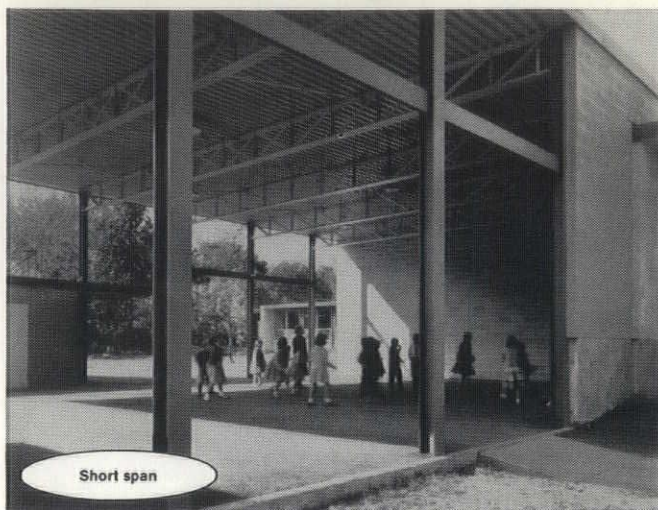
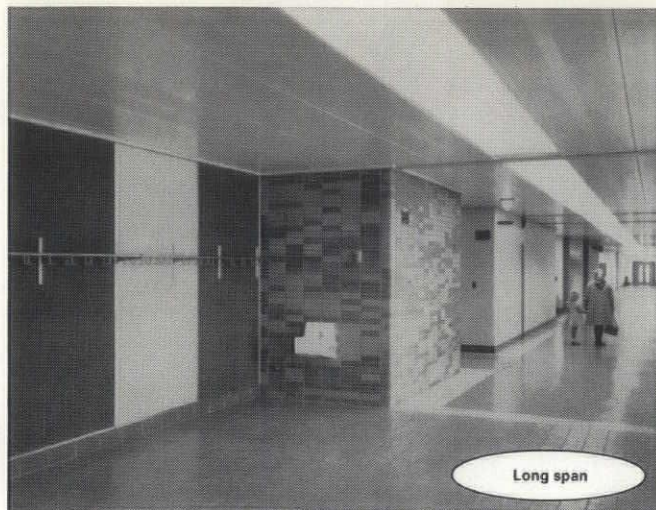
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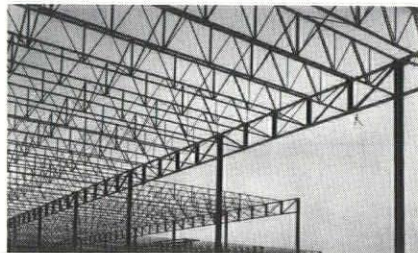
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WE HAVE A WAY WITH STRUCTURAL STEEL



Vern Spaulding, CEC President, has announced the appointment of John McMahon of Detroit as chairman of the Legislative Day Committee. Spaulding also announced that for the first annual engineering program of its sort in Michigan, CEC's Everett Thompson of Grand Rapids, subcommittee program chairman, has invited Dr. Constantinos Doxiadis, to make the keynote address.

The theme of the program, should set the tone for an interesting day, according to Fred White of Lansing and Bob Findorff of Traverse City who are in charge of housing and financing for the committee.

Construction Industry "Feedback" Seminar Set

A Seminar of prime importance to the architectural profession and the construction industry will be held at the Engineering Society of Detroit on Wednesday, February 14, 1968.

Speakers for the evening on "Construction Industry Feedback" are Thomas E. Dailey, President of the R. E. Dailey Company, representing the Associated General Contractors; Joseph H. Spitzley, President of Spitzley corporation representing the Mechanical Contractors Association and James Zaken, President of Brooker Electric Company, representing the National Electrical Contractors Association.

The panel will be made up of members of the AIA, CEC, CSI and the Producers Council as well as speakers of the evening. Seminar Moderator will be Chapter Committee Chairman, Ross W. Pursifull.

AK Designs for United

Construction is scheduled to begin on the largest hangar building ever erected at O'Hare Field in Chicago and one of the largest hangars ever built anywhere.

Designed for United Air Lines by Albert Kahn Associated Architects and Engineers of Detroit, this new major maintenance facility will be located on a 53-acre site adjacent to United's existing O'Hare hangar and will provide 282,500 square feet of floor space.

The structure will be 320 feet wide, 590 feet long and consist of two main aircraft hangar sections divided by a central six-story core area. Each hangar section will be 320 feet by 254 feet to provide a total of 161,000 square feet of column-free space for housing a multiple of aircraft ranging from four of the currently used Boeing 727s or Douglas DC8s to and



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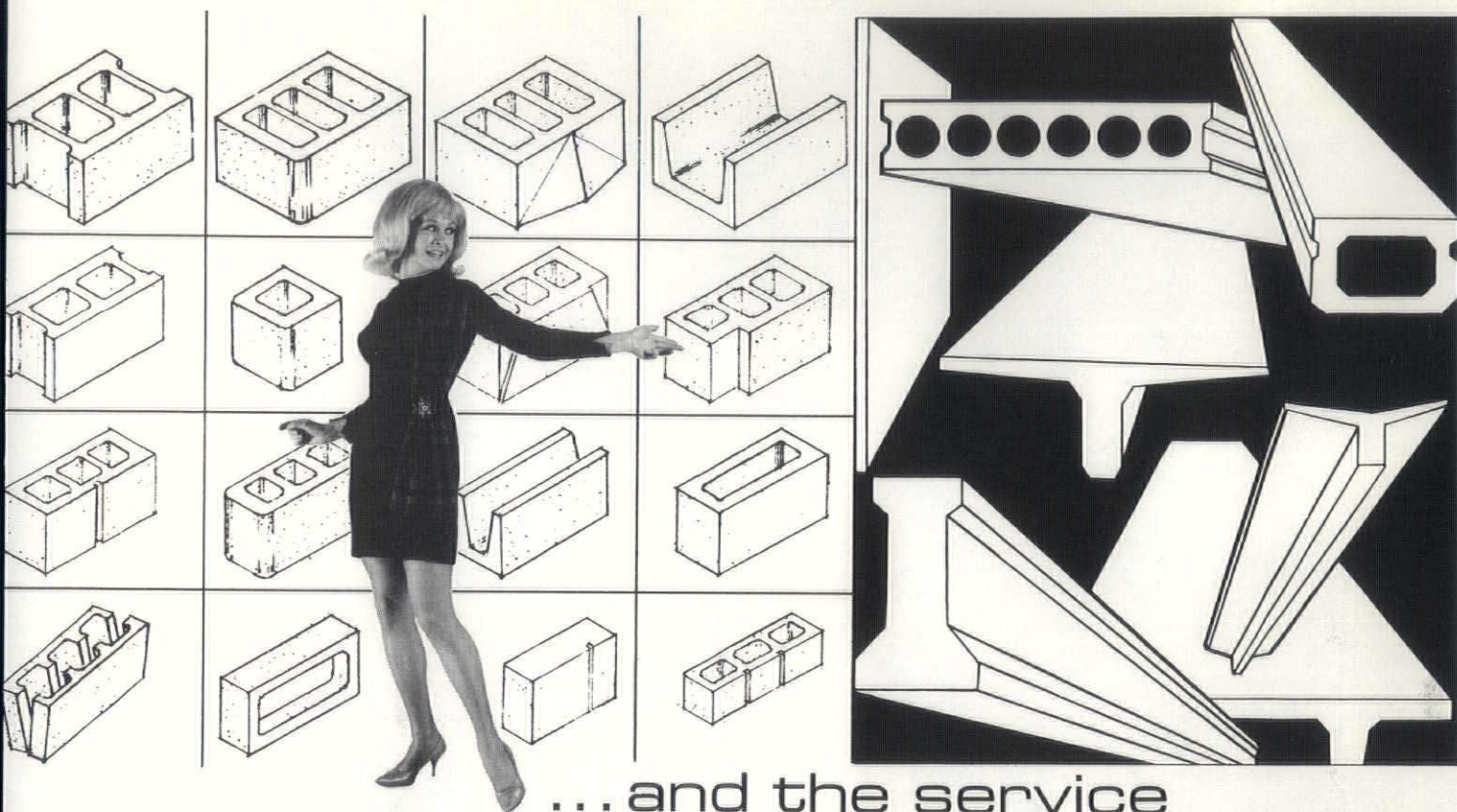
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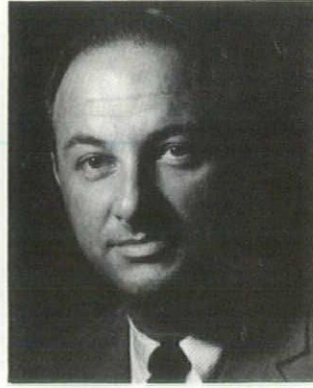
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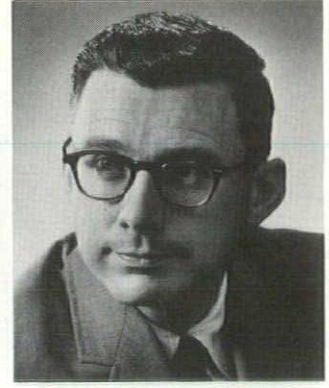
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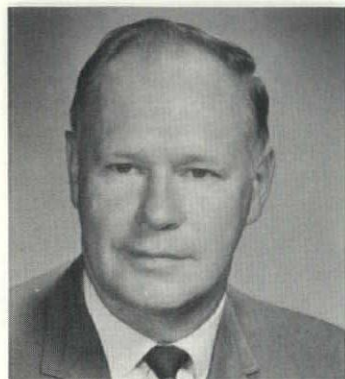
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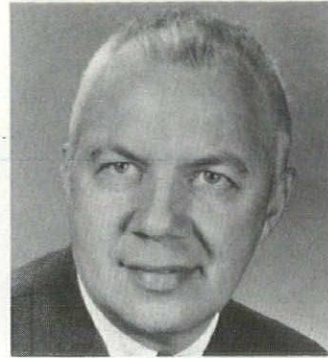
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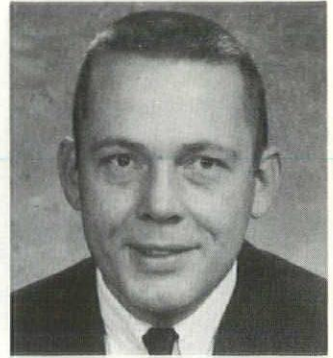
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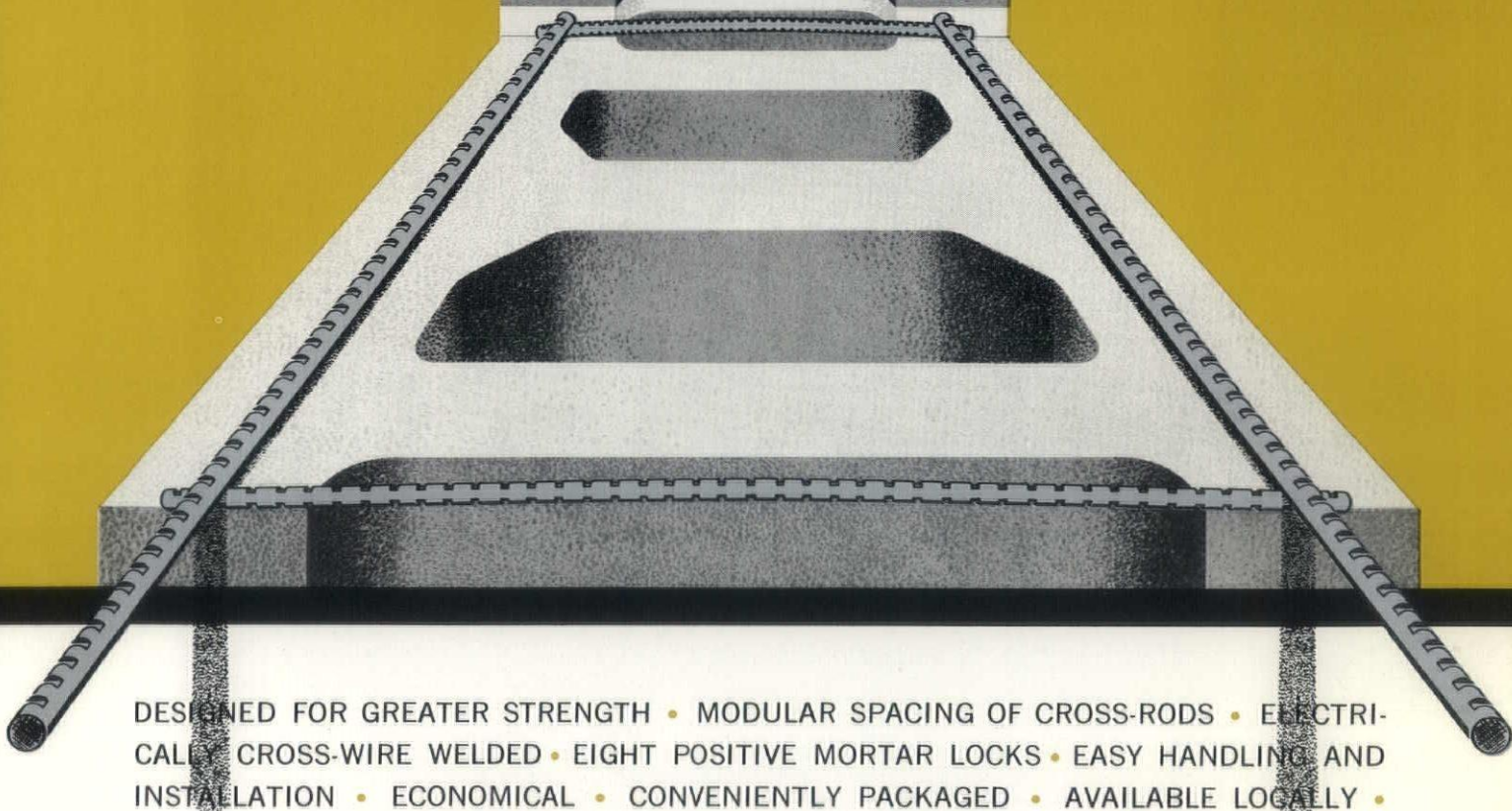
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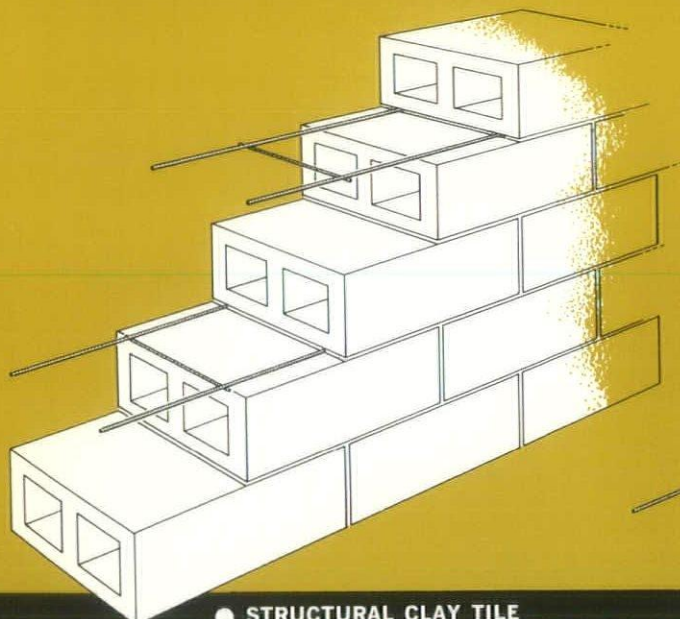


DESIGNED FOR GREATER STRENGTH • MODULAR SPACING OF CROSS-RODS • ELECTRICALLY CROSS-WIRE WELDED • EIGHT POSITIVE MORTAR LOCKS • EASY HANDLING AND INSTALLATION • ECONOMICAL • CONVENIENTLY PACKAGED • AVAILABLE LOCALLY •

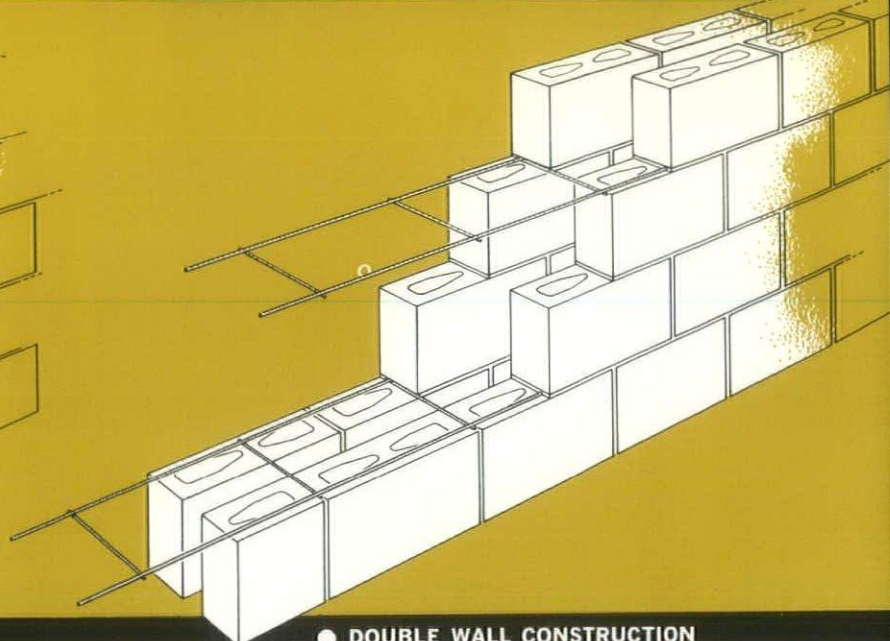
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GALVANIZED CROSS-RODS STANDARD AT NO EXTRA COST

... properly installed by competent masonry contractors

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● **STRUCTURAL CLAY TILE**



● **DOUBLE WALL CONSTRUCTION**

ADVANTAGES OF DUO-WIRE • In order for a building material to excel, it must be durable, simple, versatile, economical and readily available. Duo-Wire encompasses all these advantages to better serve all four members of the building team, architect, engineer, contractor and building owner. **SIMPLICITY** • Duo-Wire is basic in concept, using the straight cross-rod rectangular design, which yields greater economy and increased

strength. **DURABILITY** • Fabricated in three gauges of the highest quality domestic steel, available in either galvanized or bright finish. Side tension wires and cross-rods are especially deformed for positive grip and uniform bond. **ECONOMICAL** • Galvanized cross-rods are standard on all models at no extra cost and cross-wire welded for absolute fusion. This assures permanence to withstand the maximum stress and bond that

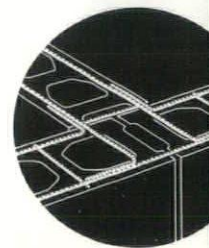
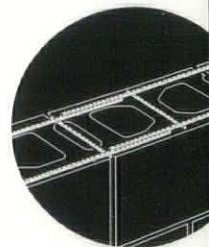
Why more and more

• Masons praise Duo-Wire for ease of handling, positions conveniently, lies flat, follows course, easy to "corner".

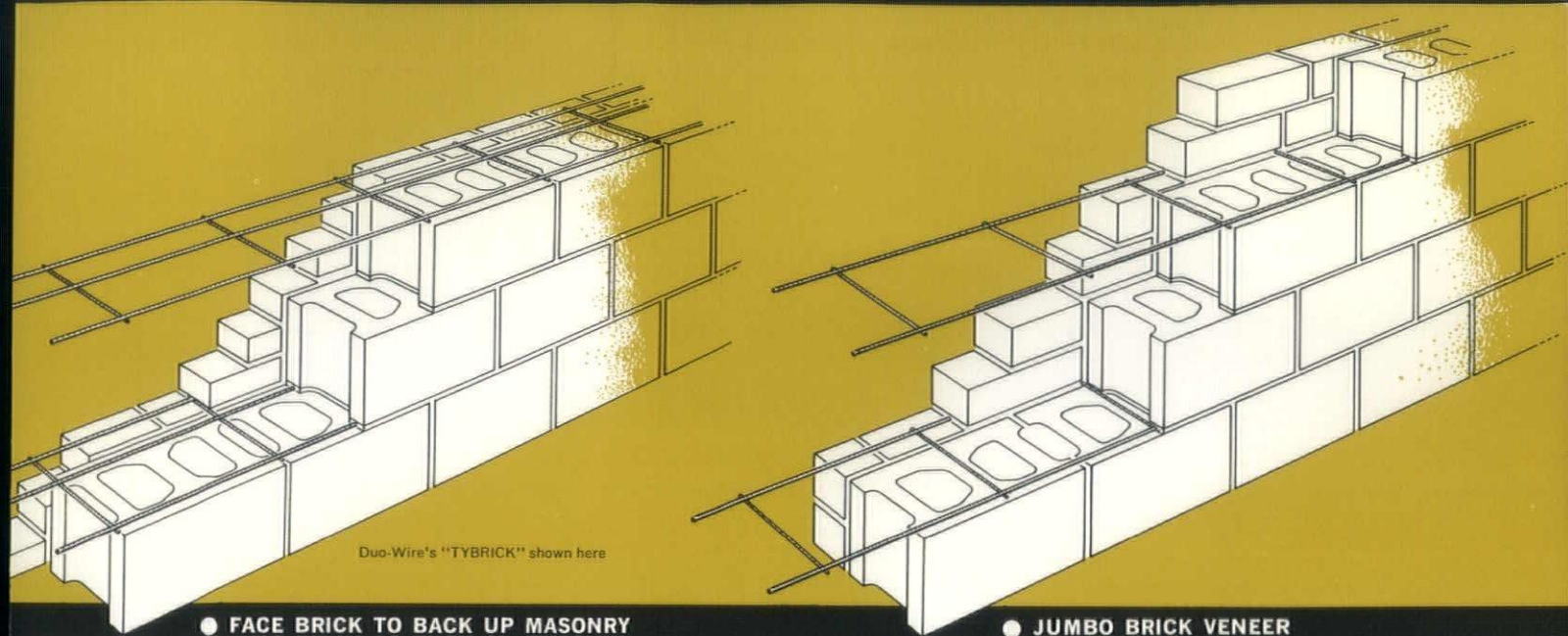
• Duo-Wire is constructed of two parallel side tension wires positioned by cross-rods to permit full embedding in the mortar. Always place reinforcing with cross-rods down. Cross-rods are spaced every 16" to allow full excess of core area, subject to other uses. Cross-rod design functions as a saddle to uniformly elevate side tension wires for positive bond.

• In order for Duo-Wire mortar joint reinforcing to be most effective, it should be placed in every second course, or at a vertical spacing of 16" minimum between reinforcing joints for lasting strength.

• Duo-Wire being rigid, yet pliant — permits easy forming at the job site, requires no special members. Mason simply snaps inside rod and bends. Continuity is important, always lap joint splices at least 6" as shown in the diagrams at the right.




Duo-Wire . . . dedicated to



● FACE BRICK TO BACK UP MASONRY

● JUMBO BRICK VENEER

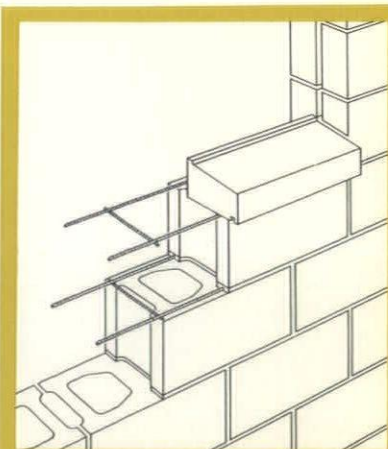
occurs at the cross-rod weld joints. **STRENGTH** • Duo-Wire's cross-rod design automatically elevates side tension wires a full one eighth inch when properly installed with the cross-rods down. This assures complete encasement of mortar, resulting in a firm bond around the entire periphery of the side tension wires for positive joint reinforcement. **PERMANENCE** • Cross-rods are arched for additional bond, spaced at 16" modular in-

tervals, to avoid obstructing core areas subject to other uses. **VERSATILE** • Duo-Wire permits easy forming at the job site, requires no special members for corners, tees and/or splices. Designed for mortar joint reinforcement and veneer tie-in construction where masonry walls are specified. **AVAILABILITY** • Duo-Wire is sold and distributed exclusively through your local masonry products manufacturers. 

men in building construction are turning to versatile **Duo-Wire**

Knowing the value of horizontal joint reinforcing and recognizing the need for versatility as well as simplicity of design in this product . . . Duo-Wire today, is the core of better mortar joint reinforcement where strength, permanence and appearance are an essential in quality masonry construction.

Duo-Wire offers architects and engineers a durable, single self-contained cross-wire welded unit for reinforcing all types of masonry construction. Fabricated in three gauges, five widths and two finishes of the highest quality domestic steel with tensile strengths that exceed all existing requirements for reinforcing masonry walls. To the contractor, Duo-Wire means rapid installation because it is light weight, rigid, yet easy to form on the job site. It is packaged for convenient one man handling and sold and distributed through your local masonry products manufacturer. The building owner gains, because the use of Duo-Wire minimizes cracking, therefore maintaining the value and beauty of his building . . . Always specify Duo-Wire for better masonry wall reinforcement. There is a gauge, width and finish for every form of masonry construction. Weather-free warehoused . . . kept clean and ready for delivery.



● Horizontal mortar joint reinforcement is necessary two courses above and below all openings, extending a minimum of 24" each side of opening to control the results of stresses.

ity masonry walls for permanence, economy and beauty

QUALITY CONTROL • A prerequisite for reducing to a minimum shrinkage of masonry is contingent upon: • Properly CURED MASONRY units, exceeding required strengths secured through a normal mix, using proper selection of aggregates and ample cement. • Quality MORTAR, used extra moist for its additional bonding quality and properly tooled, produces a lasting watertight mortar joint. • Modular CONTROL JOINTS at least every twenty feet. • Professional WORKMANSHIP and • Versatile DUO-WIRE mortar joint reinforcement installed as recommended.

RECOMMENDED INSTALLATION • 1. To assure a positive bond, always place Duo-Wire mortar joint reinforcement with cross-rods DOWN. 2. For greater durability, use Duo-Wire the full length of wall two courses above and below all openings. 3. For heavy duty load bearing walls, placement of Duo-Wire between every course is recommended. 4. For normal walls, Duo-Wire reinforcing should be placed in every second course, or at a vertical spacing of 16" minimum between reinforcing joints for lasting strength.

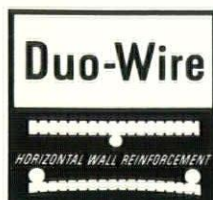
DUO-WIRE EXCEEDS SPECIFICATIONS • A.S.T.M. specification A82-61T (high tensile), A.S.T.M. specification A116-57 (galvanized), National bureau of Standards (report #3079), U.S. Corps of Engineers, Federal Housing Administration, Federal Specifications Code QQ-W-461e, and the Concrete Products Association of Michigan. Technical Series index number 4.08.55. Specification numbers 403.1—403.2—403.3.

GAUGES, WIDTHS AND FINISHES • Duo-Wire is fabricated in THREE gauges, FIVE model widths and TWO finishes of the highest quality domestic steel. Other gauges and widths furnished on request. Duo-Wire TYBRICK data is not listed.

DIMENSIONS		STANDARD #9 GAUGE (.148)		MEDIUM #8 GAUGE (.162)		HEAVY 3/16" (.187)	
NOMINAL WALL THICKNESS	DUO-WIRE OVERALL WIDTH	MODEL NUMBER BRIGHT	MODEL NUMBER GALVANIZED	MODEL NUMBER BRIGHT	MODEL NUMBER GALVANIZED	MODEL NUMBER BRIGHT	MODEL NUMBER GALVANIZED
4"	2½"	4 S	4 SG	4 M	4 MG	4 H	4 HG
6"	4"	6 S	6 SG	6 M	6 MG	6 H	6 HG
8"	6"	8 S	8 SG	8 M	8 MG	8 H	8 HG
10"	8"	10 S	10 SG	10 M	10 MG	10 H	10 HG
12"	10"	12 S	12 SG	12 M	12 MG	12 H	12 HG

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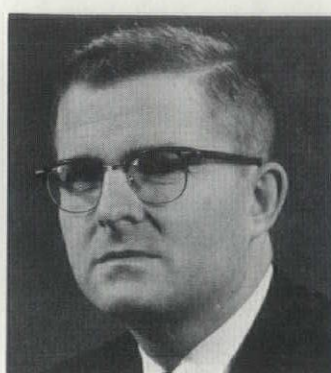
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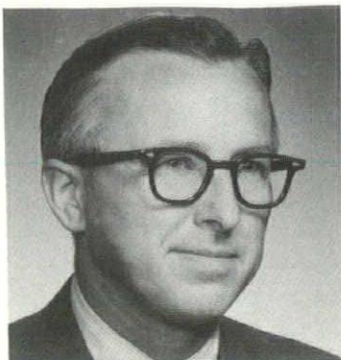
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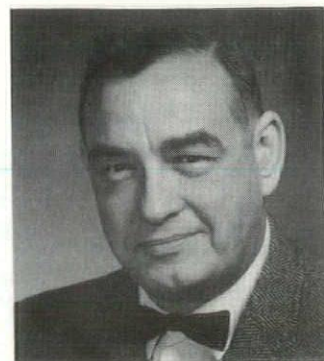
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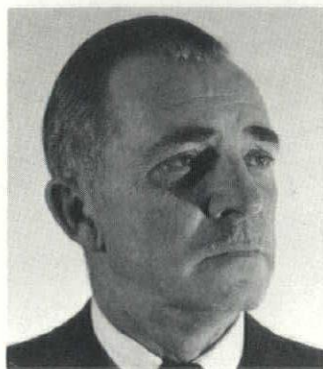
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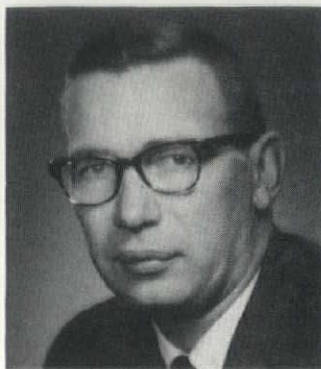
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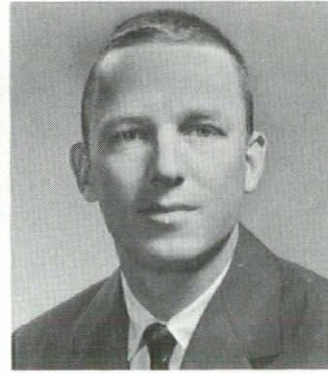
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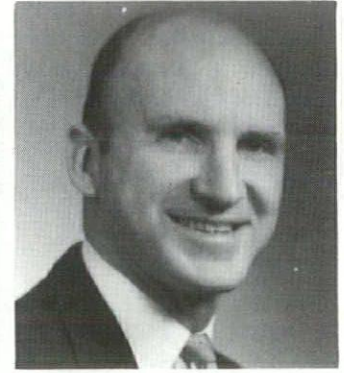
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Scherer, William Joseph 370 East Daphne Road,
Milwaukee, 53217
Somerville, John E. 1822 Riverside Dr., Green Bay
Stubenrauch, Edgar A. 712 Erie Ave., Sheboygan
Surplice, R. W. P.O. Box 308, Green Bay

President's Report



Message from the President

It is natural when one concludes a term in office to look back and reflect on those things that may or may not have been accomplished. It is hoped that one finds many accomplishments, not too many undone projects; and expects, as in any walk of life, many things still waiting for attention.

As I stated at our Executive Committee Meeting in January, it would be my attempt to concentrate my efforts as well as those of the Board on programs already started, and, where practical, on those that could be accomplished in a single term of office. To this end, there has been a modicum of success.

The operation of the Society is a *business* in that it receives monies from members, maintains an office and spends funds; all with an eye toward the improvement of the professional image of the Architect. Therefore, a review of the business end of the Society was in order and in fact accomplished.

A law firm familiar with organizations of this type was engaged to review our operation, check through our ancient articles of incorporation, and make recommendations toward a streamlining of our operation with an ever watchful eye toward the new restrictions being forwarded by the Internal Revenue Service. Certain suggested changes are already a matter of record. Major changes, have received extensive study and will be acted upon in the near future.

The change from a cash to an accrual basis of accounting was instituted so as to provide better budget information, therefore effecting better controls. To this end, a new firm of accountants was employed to re-program our accounting procedure and to more fully utilize the bookkeeper already on the MSA office payroll. The fruits of this change are just beginning to be realized and after a full term of operation under the new system, we should see our accounting costs materially reduced even though we have benefit of

an added wealth of information.

In a further effort to streamline the operation of the Society, the rewriting of the by-laws was completed. Appearing with a new simplified format in the manner recommended by the Institute, these by-laws, which now provide for delegate voting, were adopted formally by the membership at the Mid-Winter Convention. Also established in the new by-laws in the category of Firm Membership—a category which provides for active support by firms in matters of the Society.

This completes the first full term of our Legislative Advocate and the results of his efforts were best realized when the Governor signed P.A. 203, giving the Architects and Engineers in our state the protection of a statute of limitations. Without the help of the advocate, it is doubtful that this statute would ever have survived the ordeal of many committees, amendments etc. Besides this major piece of legislation, we were able to assist in preventing the passage of several bills designed to destroy the integrity of our Registration Act plus maintaining a favorable image at the executive as well as legislative level of the government.

We were deeply honored at our Mid-Winter Convention to have the Honorable Lt. Governor William Milliken accept Honorary Membership in our Society.

The success of our convention in Lansing prompted careful study of other possible locations besides Detroit for this Mid-Winter activity. A committee was established to study the plausibility of alternate sites and now has ready for formal approval a convention policy statement wherein there is provided the means for state chapters to submit a bid request for hosting a future convention.

As a continuation of the post convention's theme of "This Business of Architecture," two important seminars were sponsored by the Society as a part of its professional activities—the first, sponsored jointly with MSPE and

others, dealt with Professional Employment Practices as they relate to Union Activities; the second, and most recent, was Profit Planning for the Architect, held in Lansing to serve the outstate architects and in Detroit, for those in the metropolitan area.

Our efforts to maintain close contact with the eight State Chapters were made easier by a program instituted wherein Chapter reports were distributed to all Board members enabling them to keep abreast of these activities throughout the State.

Two committees were continued from the previous year and have again performed yeoman service.

One, a committee working to obtain acceptance of our new Fee Schedule by the State offices, has run into typical Lansing lethargy. The other, the Committee on Coordination with State Fire Marshal, though suffering from the frustration of dealing with government agencies, has developed a rapport with the Fire Marshal which will eventually lead to a better understanding by the Marshall of the profession and its related problems.

Without relaxing our effort to continue our professional programs, I feel that it is essential that we extend our efforts to encompass the student at all levels, be he in a secondary school, in a technician's program or in a professional school of architecture; for it is the student that must fill the manpower needs of the profession in an area where already serious shortages exist. It is hoped that the Princeton Report, being prepared by the Institute, will provide us with guidance.

In conclusion, I give my special thanks to the 1967 Board for their efforts and time, and to the 1968 Board, I issue a challenge to give of their time and expand their energy in a manner that will best serve the varied purposes of the Michigan Society of Architects.

Jay S. Pettitt, Jr., AIA
President MSA 1967



54th
annual
convention
march 13, 14, 15,
1968

michigan
society of
architects

ann stacy
executive
director

28 west adams
detroit, michigan
48226
(313) 965-4100

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chairman
gino rossetti
961-2084

vice-chairman
hideo fujii
963-6333

students
roy i. albert
962-8788

design
lyn graziani
965-8180

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sam popkin
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producers council
fred blackwood
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publicity
elmer johnson
961-2084

exhibits
keith sipperley
322-6130

ladies program
jeanne meathe
886-6313

advisor
william black
(517) 372-2030

January, 1968

Fellow Architect:

This committee has been working hard for the past six months to bring to you a convention that will be unique, professional and, hopefully, one that will at long last answer the many requests for a realistic and basic theme.

Every effort has been made to coordinate the variety of interests to insure an attendance of both long-standing principals and to encourage the new members of our profession to attend.

The convention theme, "Envisioning Tomorrow's Architecture", will be addressed to students, faculty and practitioners.

The committee's work is basically completed and the success of the convention depends on your attendance.

Sincerely,


Louis A Rossetti

LAR:mw

Detroit is the setting for this years convention.
Bigger and better things are planned for you at the
Annual MSA Convention to be held on March 13, 14 and 15, 1968.

54TH ANNUAL MSA CONVENTION PREVIEW

New Location

New Exhibits

New Theme

Convention headquarters will be the NEW Hotel Pontchartrain, a NEW form of exhibits and displays by material suppliers and—the NEW theme of the Convention "Envisioning Tomorrow's Architecture" will be discussed by well-known panelists, covering the role of the student, the faculty and the practitioner.

On Thursday afternoon, March 14 the first seminar will be moderated by Professor Sanders, FAIA, of the University of Michigan, and his panelists will be selected architectural students from Detroit area universities. This introduction of the theme will generate visionary and independent questions and expressions by the students.

Friday morning March 15 Charles Moore, AIA Chairman, will moderate a faculty panel with Gunnar Birkerts, Bruno Leon and S. Glen Paulsen representing the University of Michigan and University of Detroit and the Cranbrook Institute of Design.

Friday afternoon William Caudill, FAIA, will preside as moderator of a panel comprised of Messrs. Birkerts, Leon and Paulsen for a discussion of



Vice-Chairman, Hideo Fujii

the theme from the practitioner's standpoint.

A luncheon on Thursday, will feature the First Annual Awards Luncheon to honor the winners of the SMEAD Competition and the Student Design Competition. Ladies are cordially invited to attend.

On Friday, the ladies will attend a special luncheon at the new Mauna Loa restaurant. Erma Bombeck, the syndicated columnist will be the featured speaker. The Exhibitors will



Design, Lyn Graziani

host the convention registrants at cocktails and luncheon in the exhibit area at the Pontchartrain Hotel.

Thursday evening, a block of seats has been reserved at the fabulous Fisher Theatre. A pre-theatre cocktail

and buffet will be included in the price of your ticket. Buses will transport groups to the theatre from the hotel and return.

Friday evening the Annual Awards Dinner will be preceded by the Presi-



Draftsmens Competition, Sam Popkin

dents' Reception. This reception, one of the most enjoyable parties of the year, is traditionally sponsored by the Producers' Council, Michigan Chapter. Again this year they will be our host under the welcoming eye of Producers' Council President Henry Hall.

The Awards Dinner will be presided over by 1968 MSA President Chase Black, with Toastmaster Bob Wold, second in command. The Awards of the winning entries in the MSA Honor Awards Program will be presented as



Chairman, Gino Rossetti



Publicity, Elmer Johnson

"ENVISIONING TOMORROW'S ARCHITECTURE"

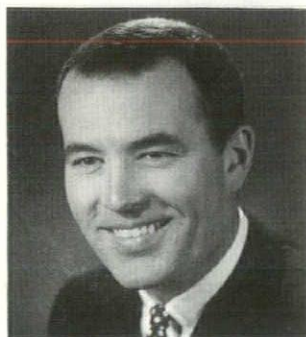
54TH ANNUAL CONVENTION MARCH 13 14 & 15 1968

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well as the MSA Honorary Membership and the Gold Medal of the Society.

WEDNESDAY, MARCH 13

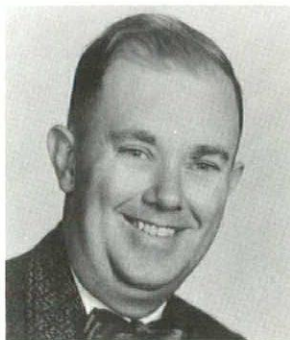
- 10:00 A.M. Exhibitor Registration Desk Opens
- 12:00 NOON Member Registration Desk Opens
Exhibits Open
MSA Board and Convention Committee Luncheon
- 6:00 P.M. Opening Party on all Exhibit Floors



Exhibits, Keith Sipperley

THURSDAY, MARCH 14

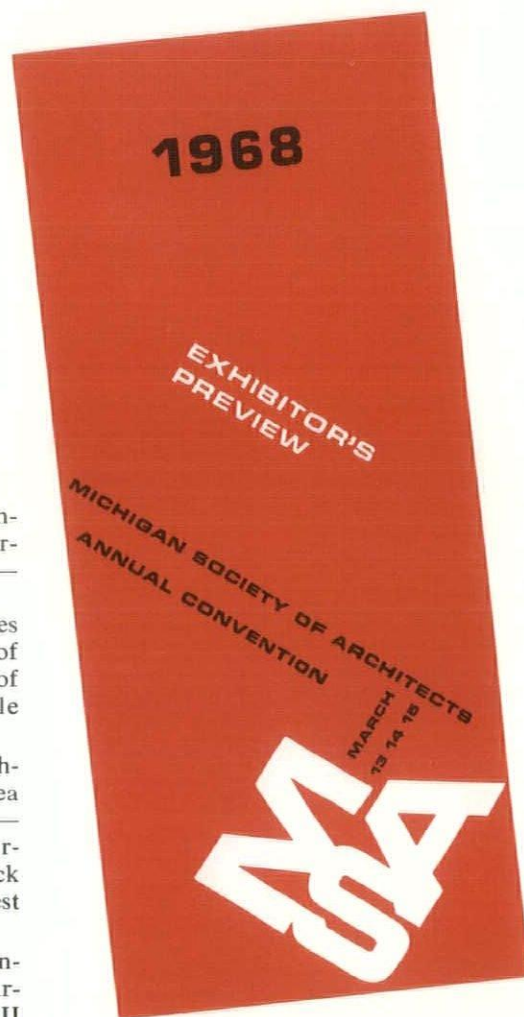
- 9:00 A.M. Exhibits Open
- 10:00 A.M. MSA Business meeting
- 12:00 NOON Awards Luncheon
SMEAD Competition Awards
Student Design Awards
- 2:00 P.M. Seminar: "Envisioning Tomorrow's Architecture" Part I—The Student
Moderator: Walter B. Sanders, FAIA, Professor of Architecture, University of Michigan
- 6:00 P.M. Pre-Theatre Cocktails and Buffet with Exhibitors
- 7:45 P.M. Buses depart Pontchartrain for Fisher Theatre



Advisor, William Black

FRIDAY, MARCH 15

- 9:00 A.M. Exhibits Open
- 10:00 A.M. Seminar: "Envisioning Tomorrow's Architecture" Part II—The Faculty
Moderator: Charles Moore, Chairman of the Department of Architecture, Yale University
- 12:00 NOON Cocktails and Luncheon in Exhibit Area
Ladies Luncheon — Mauna Loa Restaurant, Erma Bombeck — Columnist, Guest speaker
- 2:00 P.M. Seminar: "Envisioning Tomorrow's Architecture" Part III—The Practitioner
Moderator: William Caudill, FAIA, Partner — Caudill-Rowlett-Scott, Houston, Texas
- 7:00 P.M. Presidents' Reception: Sponsored by the Producers Council, Michigan Chapter
Annual Awards Dinner, Versailles Ballroom—Pontchartrain Hotel



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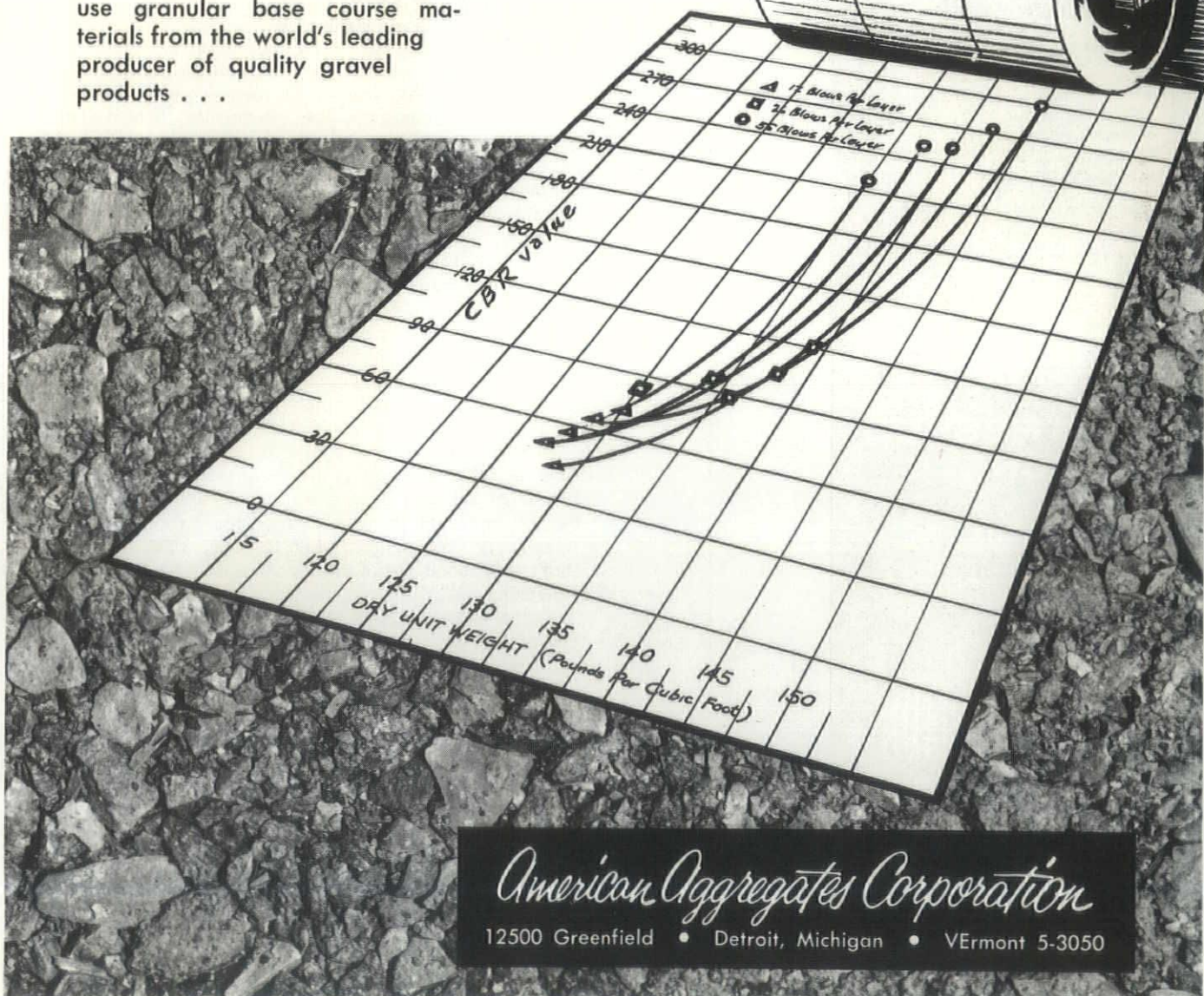
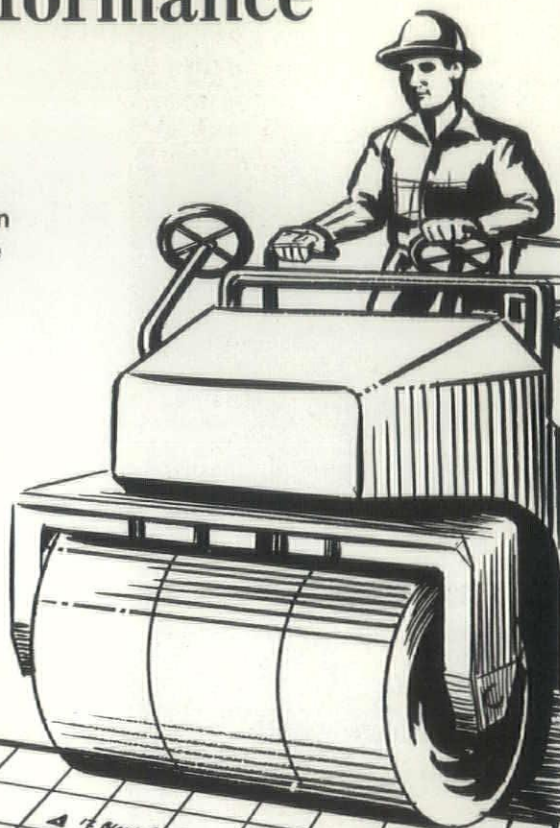
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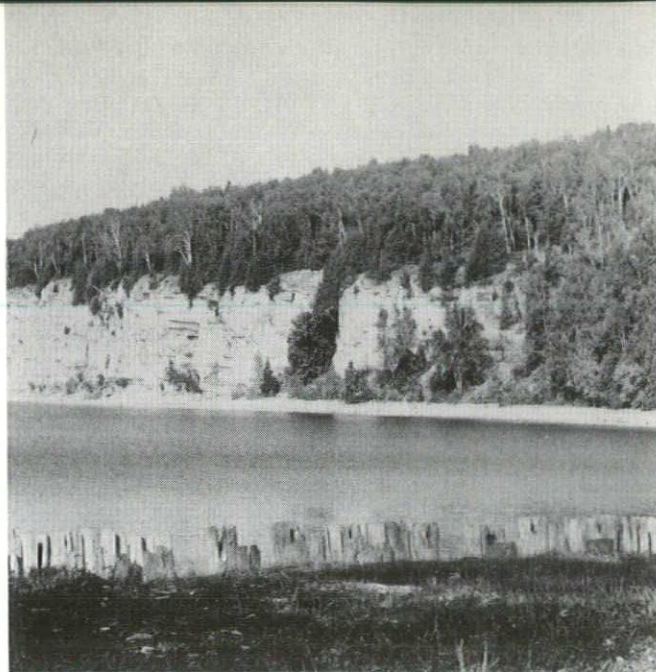
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Rotted dock piling at Pequaming.

Ghost Towns

The tremendous number of TV westerns combined with enthusiastic tourist promotion have combined to make visitors to Michigan's Upper Peninsula "Ghost Towns" conscious, but few people realize that long before Matt Dillon ever heard of Dodge City, the Keweenaw mining communities of Manganese and Wyoming were already ghost towns.

When Douglass Houghton, Michigan's first state geologist, released the results of his several year survey of Upper Michigan's mineral resources, the 1840's saw a great flood of prospectors, speculators and fortune hunters converge on the copper and iron ranges. For every profitable venture there were a hundred failures. For every community of today which sprang from an early industry there were many more which lived only briefly, dying as their means of livelihood failed.

In later years, after the pine forests of Lower Michigan were demolished, logging interests moved into the virgin forests of the Upper Peninsula and in the first clearings hacked out, lumber communities took root. But logging town roots were shallow, when forest canopies disappeared, they were soon followed by Steuben, Matchwood, and Emerson.

Rather than touching briefly on a number of communities of the past this article is devoted to only four, each of which was born of different parents.

Several thousand years ago a still unidentified race of people operated the first copper mines of the Keweenaw Peninsula. Carbon-dating of charcoal found in the bottom of these old pits give us their approximate vintage but who these people were and where and why they vanished remain a mystery.

As happened in many other instances, one of these ancient pits provided initial direction in the founding of Central Mine. In 1854, John Slawson, agent for the Cliff Mine, Keweenaw's first profitable venture, stumbled upon an ancient pit about seven miles east of the Cliff. Closer investigation indicated a considerable deposit of copper and on November 15 of that year the Central Mining Company was formed.

From its beginning the Central Mine enjoyed comparative prosperity, in fact it had the distinction of being the first mine in the Lake Superior district to produce and sell enough copper during its first year of operation to pay all expenses. During its forty years of operation dividend payments were steady and almost two million dollars was distributed among its share holders.

As the industry grew, so did the community. By 1880, 130 new dwellings supplemented the residences leased earlier from nearby unsuccessful mining locations and the population rose to a respectable 1,200 residents. The community boasted a general store, a butcher shop, a fine big school and two churches. Social life was limited, particularly during the winter months, but the local cornet band played regularly for community functions and there were always lodge meetings for the men. The Philanthropic Society of Sherman, a secret mining society, boasted a membership of 72.

As ore deposits were depleted the industry and community started to die. In 1898 the Central Mine ceased operations. Some of the residents moved to other mining locations or lived in Central and commuted to nearby mines — others did woods work. But the population continued to dwindle and in 1952, the final permanent resident left Central.

One structure remaining today has withstood time and the elements far better than the rest, thanks to continuing maintenance made possible through former Central residents and their descendants. Each year these people return for services and a reunion and the little church on the side of the hill continues to hold the "community" together as it has done for a century.

Back in 1870, Charles Hebard arrived in L'Anse and became the founder of the lumber and port town of Pequaming and his choice of sites was excellent. Not only were there seemingly endless stands of huge timber nearby and good rivers on which the logs could be floated, but the comparative protection of the harbor assured that logs could be rafted or barged in from distant forests when the local supply failed.

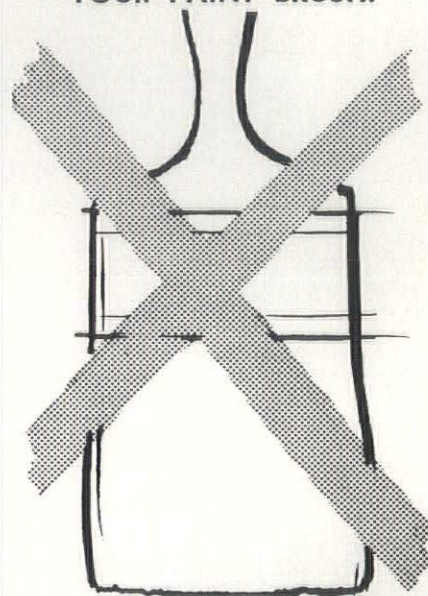
The original and subsequent mills were operated for many years. A railroad was built and the community grew. During the adult years of its life, Pequaming worked for the Ford Motor Company, which had acquired the site and adjacent timberlands to provide the lumber used in construction of automobiles. When wooden roof trusses and door frames became a thing of the past in the automobile industry, Pequaming soon joined them. Today, except for a moderate resort development in one section of town, the streets are deserted.

With only the dotted dock pilings and the silent rows of moss-covered arthritic dwellings to inspire them, today's visitors may have a little difficulty in bringing the living Pequaming back into focus. A bustling harbor area with great rafts of logs waiting for the saws, tall stacks of lumber on the docks waiting schooner transportation to the lower lakes, and everywhere the good, clean smell of fresh sawdust. A busy street with neat, shingled cottages surrounded by picket fences, the company store with its mulliganic merchandise, and a people who worked and played with a unity.

Sadly, this picture of Pequaming is becoming more indistinct each year. Certainly it will disappear entirely in a few decades. On the other hand, the community of Fayette has a particularly bright future, considering that it sat around doing almost nothing for half a century.

Fayette was an off-spring of the Jackson Mining Company, Michigan's first iron mining organization, founded in 1845. In order to beat the high cost of shipping iron ore to the blast furnaces of the lower lakes, the Jackson

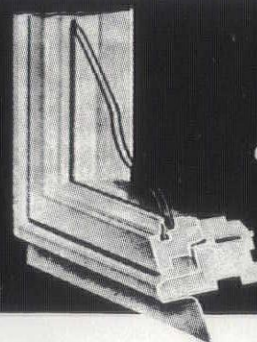
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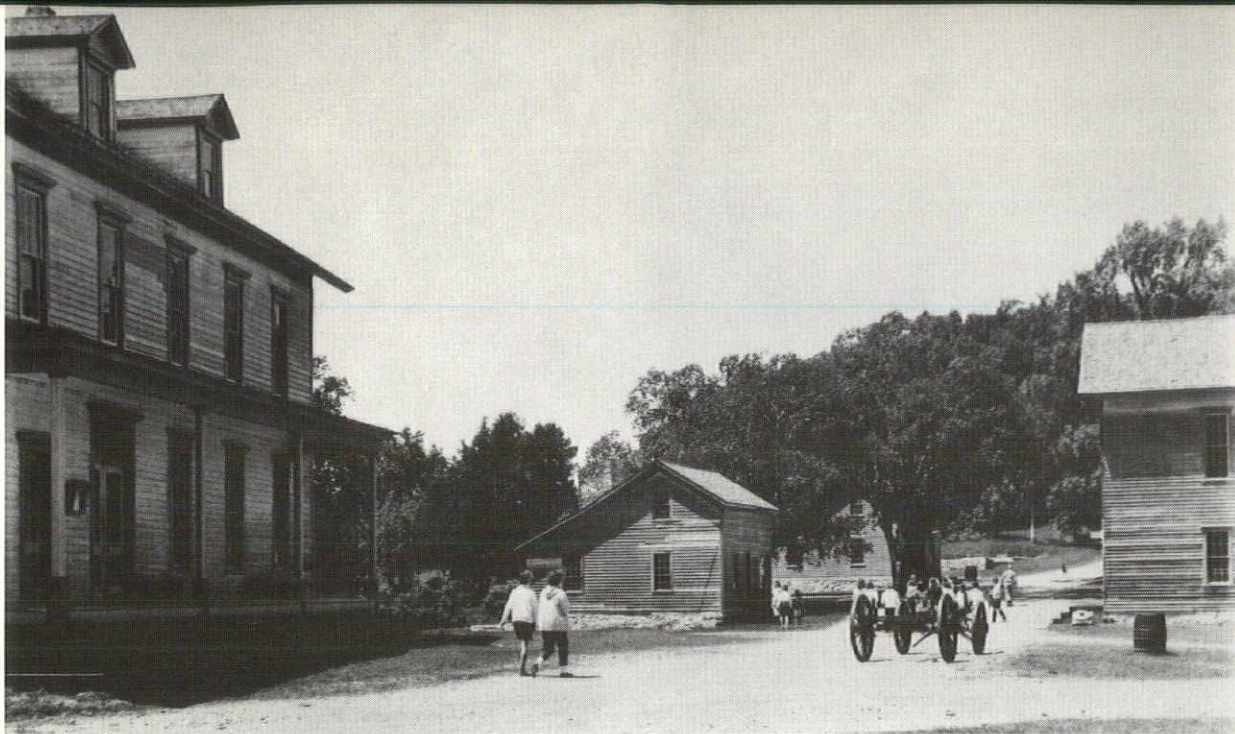


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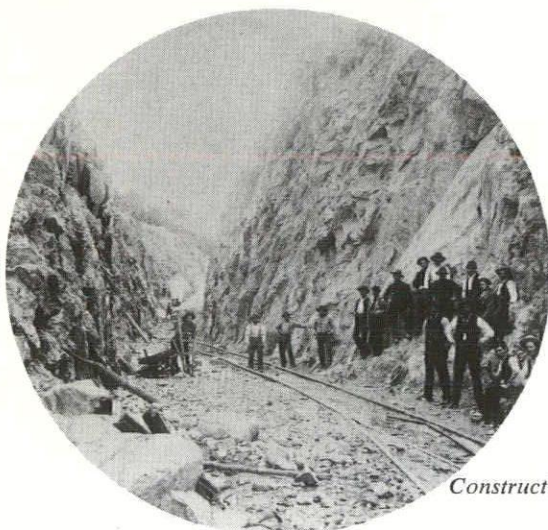


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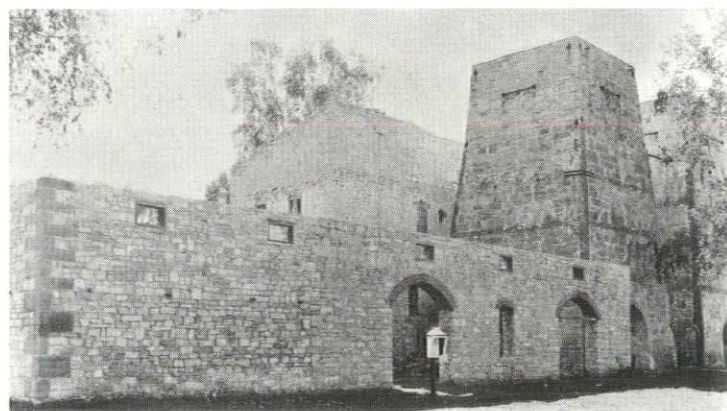
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Fayette Street today.



Construction scene of the Huron Bay Railroad.



The Fayette Blast Furnace.

Company manager conceived the idea of converting the ore to pig iron in the Upper Peninsula. The company selected a site on the east shore of the Garden Peninsula for the construction of the blast furnaces needed for the conversion. A site which had a completely protected harbor, plenty of limestone for construction and for use as a flux, and above all, a good nearby supply of hardwood for charcoal for the furnaces themselves.

The first of two furnaces was completed and put into operation just a hundred years ago, this December. During its twenty-five year life the furnaces of Fayette produced almost 230,000 tons of pig iron.

Eventually the available supply of hardwood dwindled and the cost of hauling from more distant sources made the furnace operation economically unfeasible. In 1892 the furnaces of Fayette were drawn for the last time. From a peak population of 500, the number of residents dwindled rapidly and except for periodic occupation by commercial fishermen the town site was deserted.

Today Fayette is one of Michigan's Historic State Parks, acquired in 1959 through a land exchange.

Buildings and portions of buildings have been stabilized, restored, or rebuilt. Interpretive devices, period furnishings and equipment help to create the illusion of an active community and industry. Once again "Pig-Iron" Hinks'

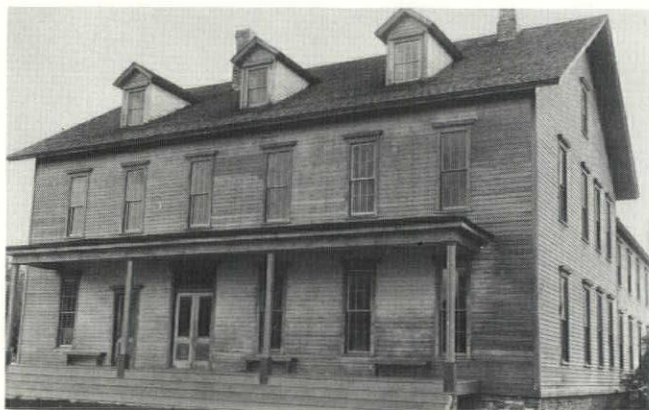
saloon, the old Shelton House, and the great furnaces will emerge from ghostlihood and will become a reality in the minds of the Fayette visitor.

Evidences of ghost industries also dot the peninsula. Industries which were conceived by glib promoters, nurtured by gullible investors but stillborn, nevertheless. One of the more dismal enterprises was the Iron Range and Huron Bay Railroad.

Originating near the iron mining community of Champion the railroad (according to Milo Davis, chief instigator) followed the logical route for shipping ore from the nearby mines to Lake Superior and hence by ship to the Lower Lakes.

The railroad terminated at Huron Bay, 42 miles to the northeast and represented five years of extremely difficult construction over rugged terrain. One rock cut, for example, was almost seven miles long and in some places 60 feet deep. Little wonder that it cost two million dollars to complete. But finally in 1895, the last mile of track into Champion was laid, a half-million dollar ore dock at Huron Bay awaited the first shipment, and some of the finest rolling stock available was ready for the first trip—a trip which never materialized.

A slight engineering miscalculation in the initial phase of the construction resulted in some terrific grades which



Shelton House today at Fayette.

were more than the engines could negotiate . . . It would have required a locomotive for every car. A test run by some of the crew members ended just a short distance out of Huron Bay when the road bed gave away and the engine was ditched. This was a two-million dollar ride, for from this time on the Iron Range and Huron Bay railroad ceased to exist.

Investors were furious for in addition to being unsuccessful, the venture cost two and one-half times as much as the original estimates. Suits were filed and creditors hot on the track of Milo Davis—a track which led all the way to Mexico and safety.

The scheme of one and the dreams of many dissolved when the tracks and ore docks were dismantled, and locomotives and machinery were sold. And another ghost was added to the Upper Peninsula roster.

And so it goes with Upper Peninsula history, the great successes are recalled and extolled while the moderate achievements are quickly forgotten. This is unfortunate, for even the unsuccessful ventures gave direction to those who followed and every lumberjack who pulled a crosscut or early miner who swung a pick, and each cluster of deserted log cabins or stone foundations deserves a line or two in the pages of local history.

That isn't too much to ask for a good ghost.



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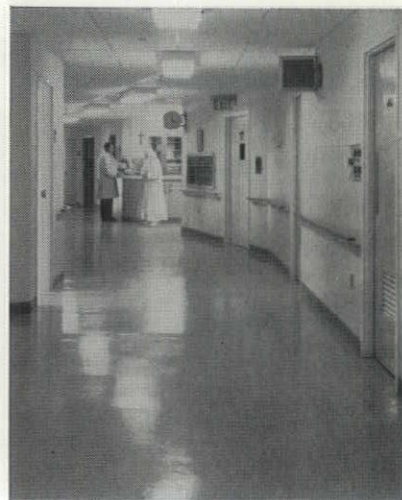
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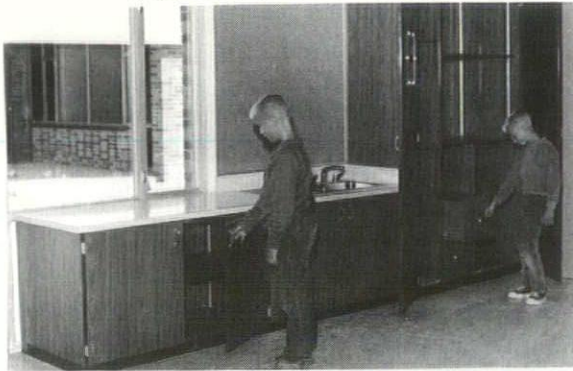
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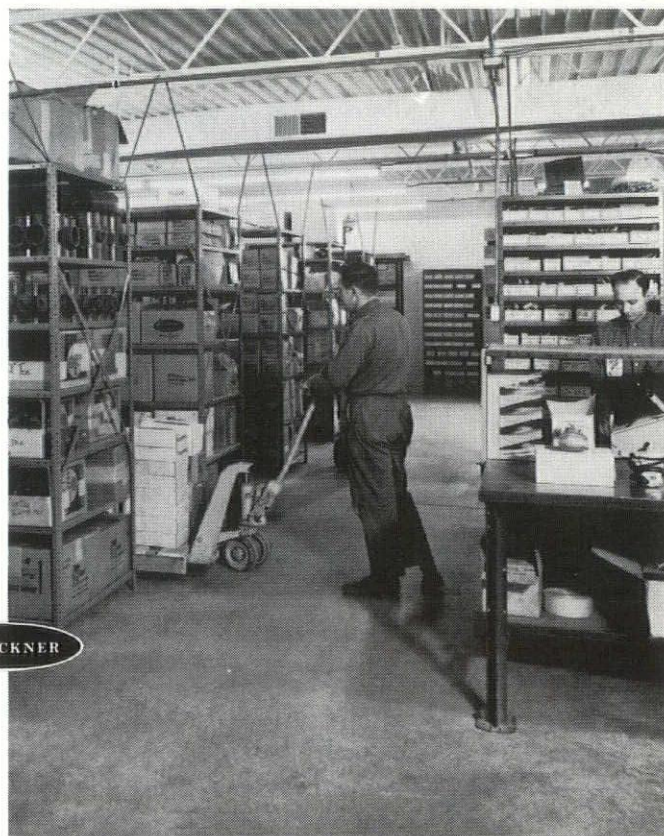
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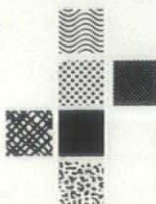


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