Architecture—Today and Tomorrow

The great buildings of today, designed in masses which rear rugged, mounting profiles into the sky, foretell even greater and more massive structures for the next half century. Always a close co-ordination of architecture and engineering, of design and construction, the architecture of the future will find architect and engineer working ever more closely together.

Certainly modern invention—modern engineering skill and organization, will prove more than equal to the demands of the architecture of the future.
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Stadium Glorifies Ohio State
Ohio State Glorifies Wolverines

Ohio State is a magnificent University. She loves the climax in achievement. She loves to glorify. That she might glorify, Ohio State built a Stadium.

Built it a third of a mile in circumference. Built it to seat 63,000 pulsating fans. Poured into it 30,000 cubic yards of concrete. Gave it strength by using 1,250 tons of reinforcing steel. Built it over and around 4,400 stons of structural steel. Used 1,750,000 board measure feet of lumber in construction of forms. Built it 107 feet high. Built it in little more than ten brief months.

The Alumni, student body, and friends everywhere, went down into their jeans for $1,400,000 to pay for this climax. Then Ohio State glorified,—glorified the Wolverines.

Have we forgotten anything? We have not. In it all she glorified an Ohio product, the PLYMOUTH Gasoline Locomotive. It hauled the concrete from mixing plant to derrick, and behaved so well that Edgar H. Latham, of E. H. Latham Company, contractors, wrote us, "Your Locomotive did excellent work."

We admire you, Ohio State. Big, strong, sacrificial Ohio State. Some day you will rededicate this ultimate in Stadium construction.

The Fate-Root-Heath Co., Plymouth, Ohio

PLYMOUTH
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