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ARCHITECT

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THE TEXAS ARCHITECT

VOLUME 20 / NOVEMBER, 1970 / NO. 11

3 The impossible is accomplished when classes started in the new A. J. Martin Elementary School eleven months after the architects and site were selected. The project demonstrates that outstanding design does not have to be sacrificed while meeting condensed construction schedules.



8 Bridges, sidewalks and even a variety of private developments are utilizing public air rights in solving site problems in congested cities. Integration of circulation, building and public services reinforce urban life and shape the future of the Urban core.



14 Bold and exciting, the Houston Post is an award winner in the 1970 Portland Cement Association White Cement Architectural Awards Program.



21 Memories of days gone by are relived as the Texas Historical Architectural Series features the Kellum-Noble House and Nichols-Rice-Cherry house located in Houston.



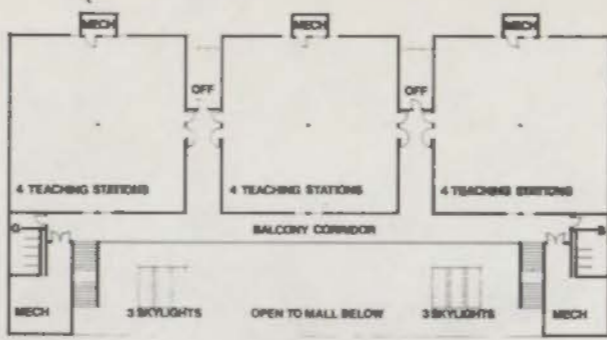
Texas Architect Advertisers:

- P. 12 Texas Industries
- P. 13 Armco Steel Company
- P. 18 Electric Utilities Companies of Texas
- P. 19 Mobile Homes Research Foundation
- P. 20 Mosher Steel Co.
- P. 25 Trinity White, General Portland Cement
- P. 26 Southwest Terrazzo Assoc., Inc.
- P. 27 Silbrico Corporation

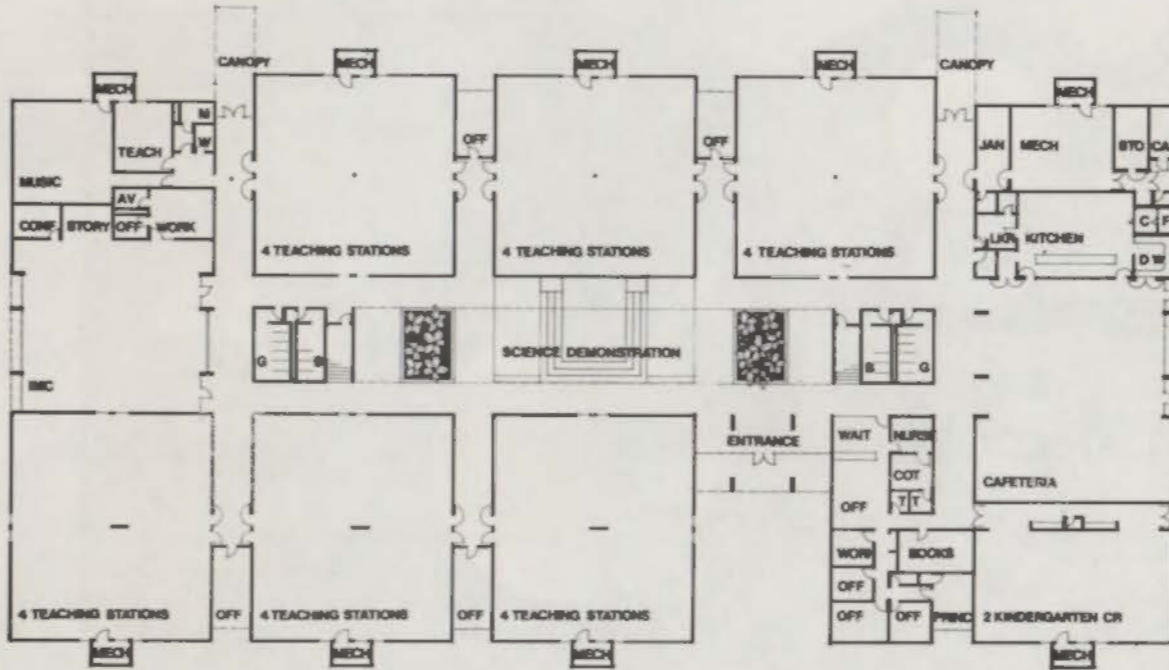
A. J. MARTIN ELEMENTARY SCHOOL

HONOR AWARD TEXAS ARCHITECTURE 1970

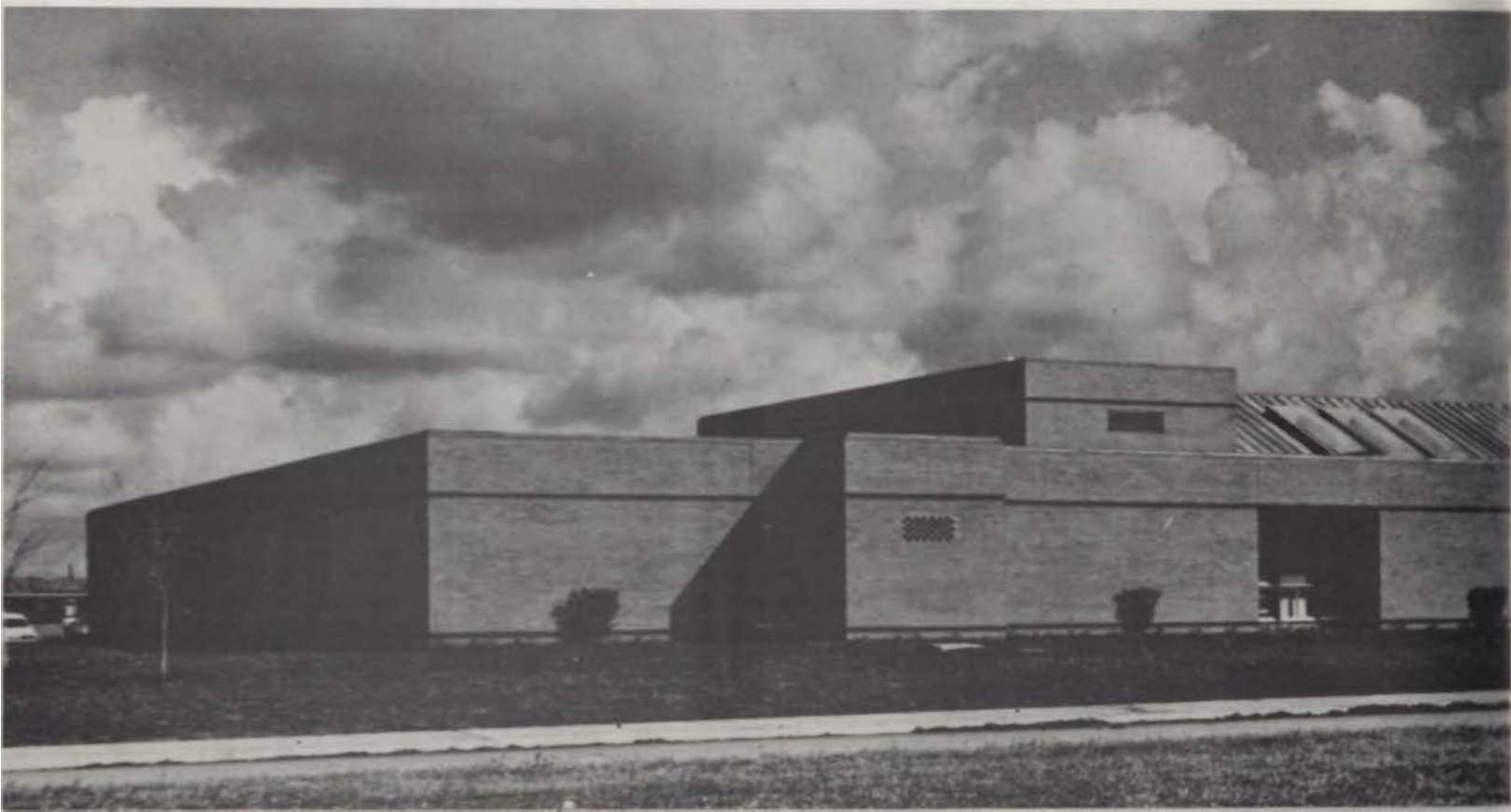




SECOND FLOOR PLAN



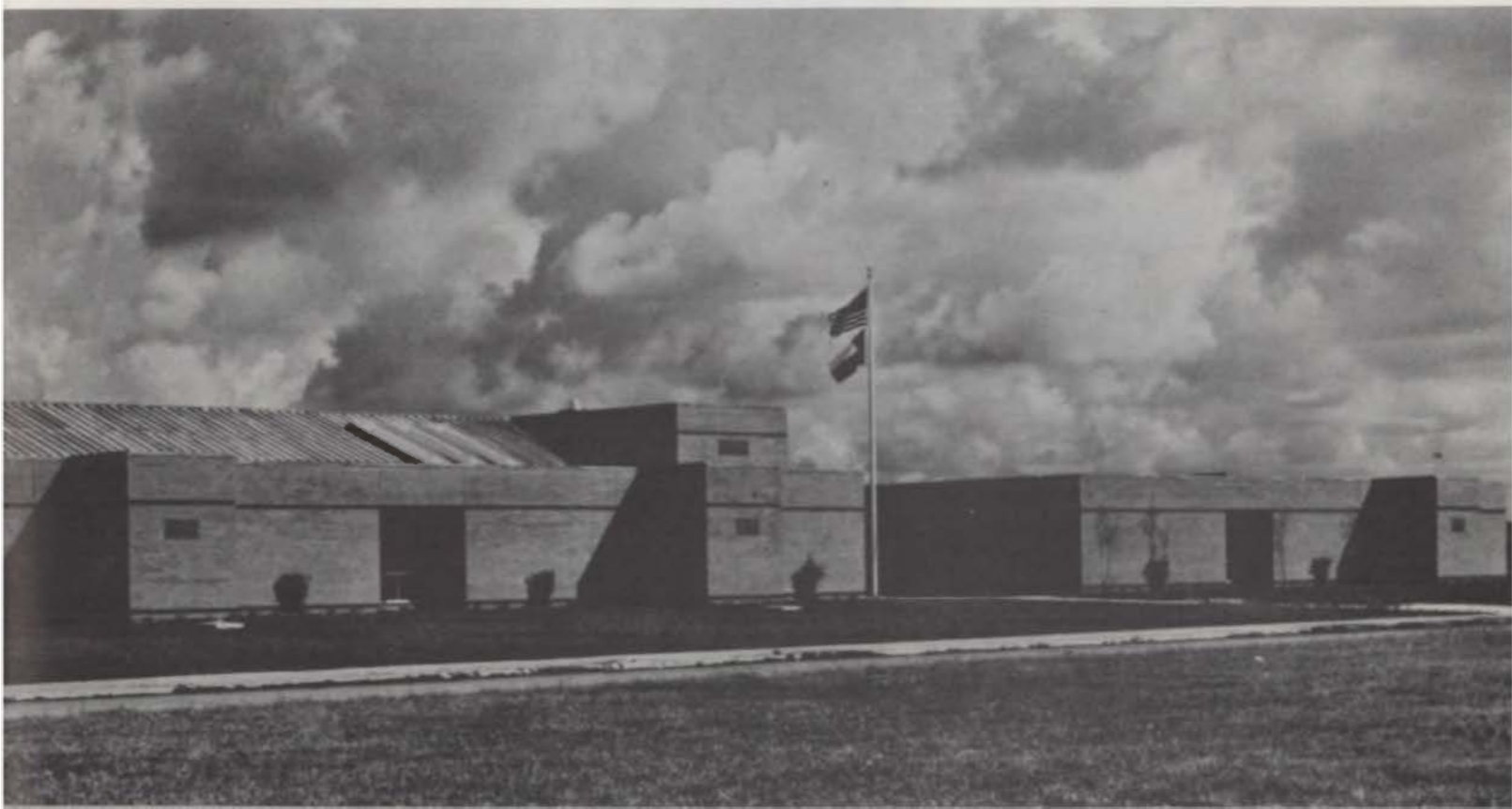
FIRST FLOOR PLAN



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The architects were asked to design an elementary school for 1,000 students in grades K through 6 in a rapidly growing subdivision in an equally rapid growing small school district in suburban Houston. Make provisions for housing either a non-graded continuous progress instructional program based on the utilization of team teaching or a traditional self-contained classroom instructional program. The site, acquired quite late through condemnation, consists of the western halves of two blocks and the existing paved street between them, which can be closed and utilized.

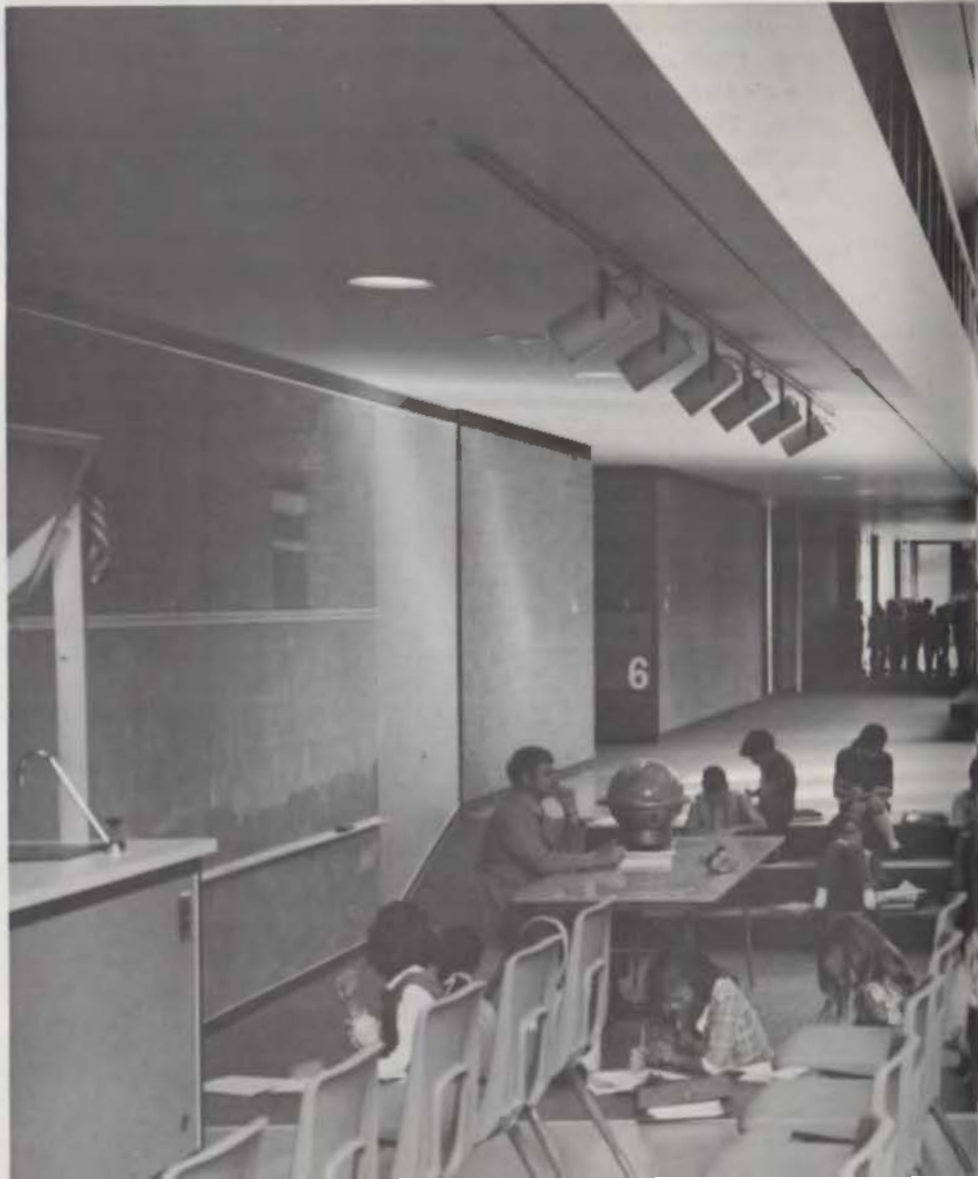
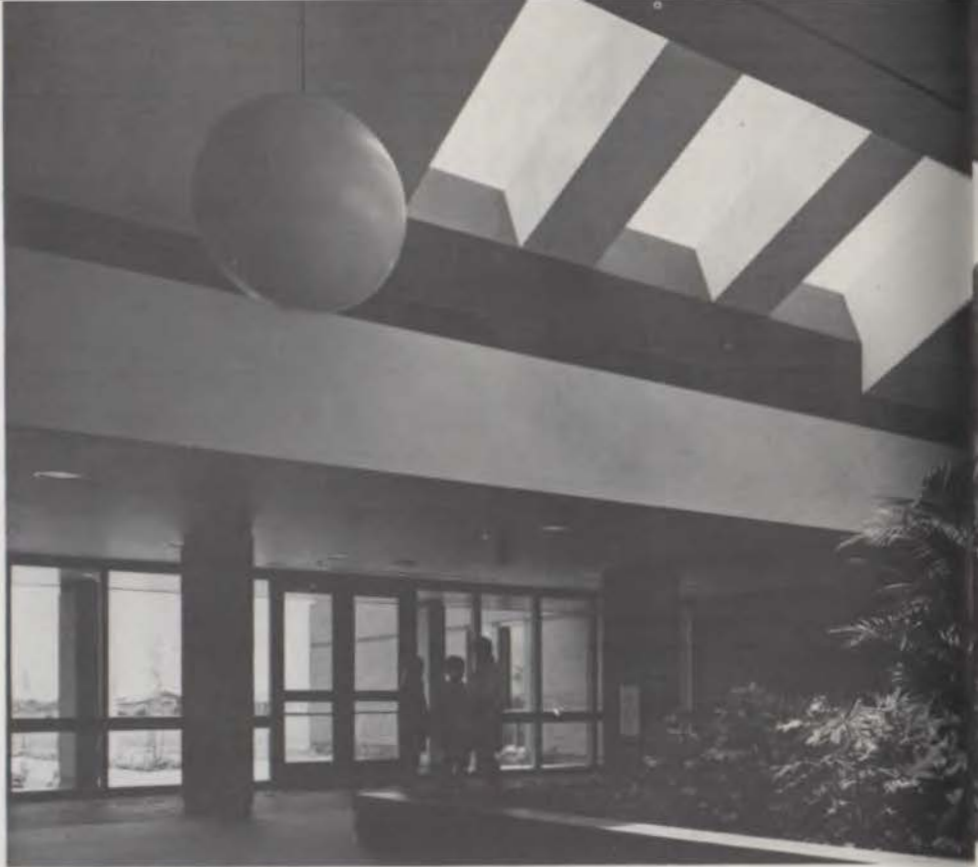


A. J. MARTIN ELEMENTARY SCHOOL

The design solution resulted in a composition of four-classroom-sized spaces, separated and linked by teacher planning rooms and entrance vestibules, grouped and stacked around a central mall containing a science center with skylighted planting areas, stairs, and restrooms. The central mall is flanked at either end by an instructional materials center and a cafeteria. A kindergarten complex, a music room, and the administrative area are indirectly related to the central mall. The building was placed on one half of the site, and playground facilities were placed on the other half. The existing street was closed and made part of a service and parking loop.

The building has a steel frame on a concrete foundation. Exterior materials are brick, glass, titanaloy sloping roof and gravel stop, and painted steel door and window frames. Interior wall materials are brick, vinyl wall covering, chalk and tack boards, ceramic tile, and structural glazed tile. Ceilings are gypsum board or acoustical tile. Floors are brick, carpet, vinyl asbestos tile, quarry tile, and ceramic tile. The mechanical system consists of a four pipe hot and chilled water loop serving ducted air handling units contained in the service appendages on the north and south walls and at the extremities of the central mall. Air returns to the units through the lighting fixtures and a ceiling plenum. The cost was \$14.25 per square foot (AIA) including site work and landscaping. The project was completed in a compressed time frame using the "fast track" technique, requiring less than eleven months from site selection until occupancy by the owner.

photographs by Richard Payne

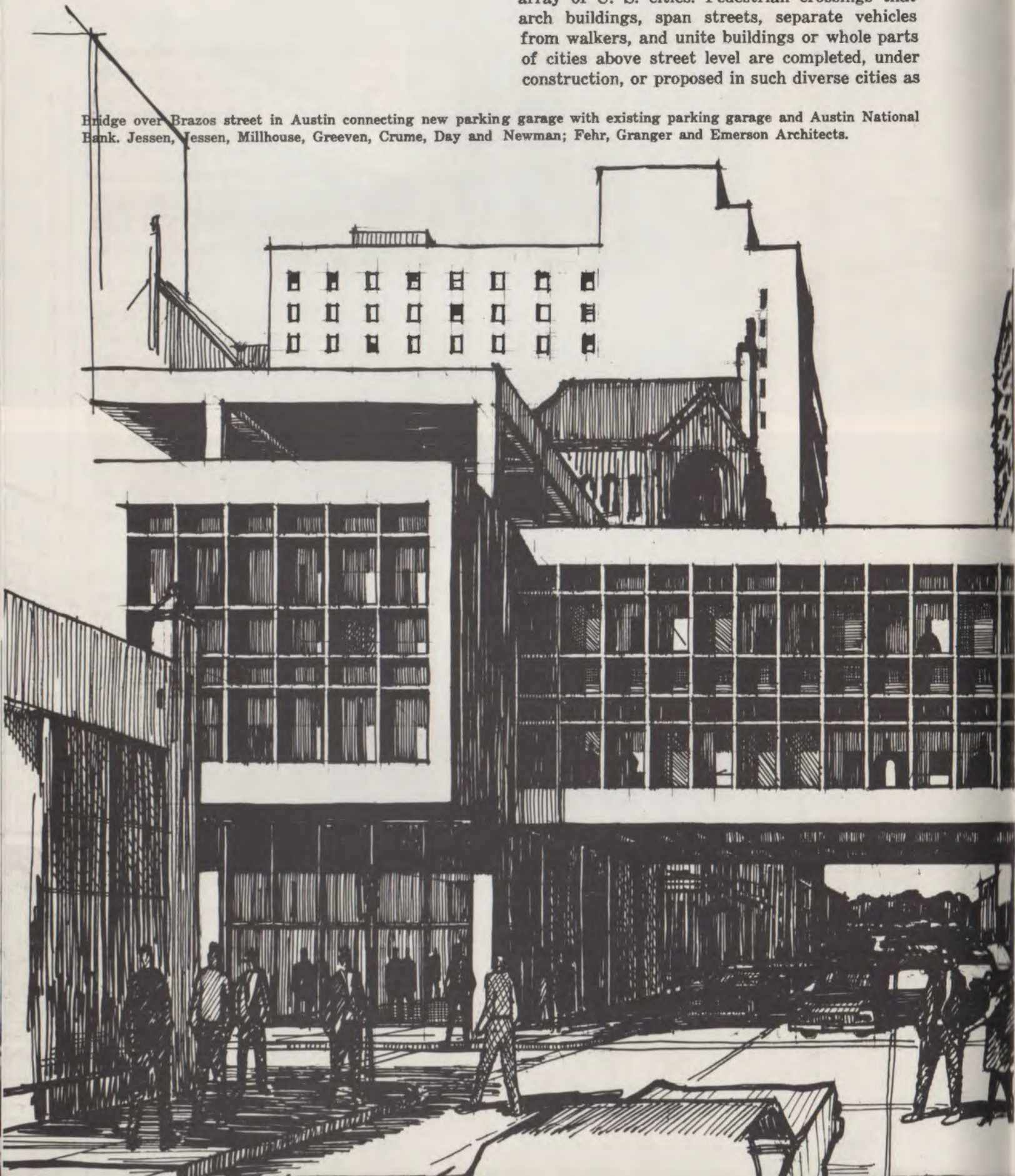


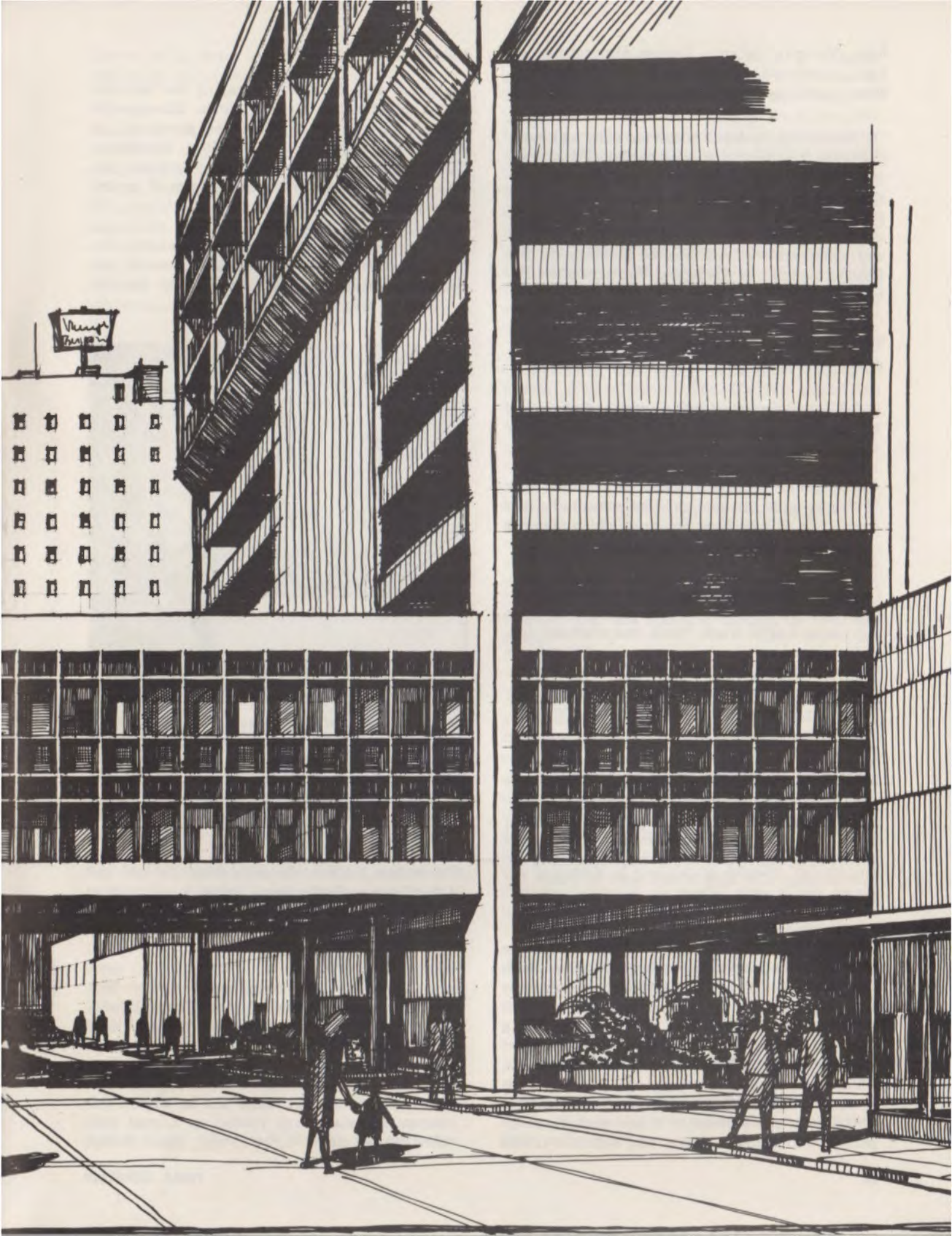


THE SKY'S THE LIMIT

The sky's the limit for sidewalks in a growing array of U. S. cities. Pedestrian crossings that arch buildings, span streets, separate vehicles from walkers, and unite buildings or whole parts of cities above street level are completed, under construction, or proposed in such diverse cities as

Bridge over Brazos street in Austin connecting new parking garage with existing parking garage and Austin National Bank. Jessen, Jessen, Millhouse, Greeven, Crume, Day and Newman; Fehr, Granger and Emerson Architects.





Reno, Memphis, Atlanta, Denver, Minneapolis, St. Paul, Cincinnati, Rochester, N. Y., Springfield, Mass., and Washington, D.C.

"Given an improvement in the economy and more mortgage financing for construction, I'd say we will see a tripling or quadrupling of elevated passageways in this country in the next 10 years," predicts Brock Arms, AIA, of Glencoe, Ill. Arms was the architect who designed pedestrian bridges and walkways that will link 40 buildings in the Rosslyn complex at Arlington, Va., across the Potomac River from Washington, D.C.

These trends are spurring construction of above-grade sidewalks:

- A marriage of private owners and city planners to jointly plan downtown renewal.
- Growing use of air rights.
- Efforts to ease congestion on streets.
- A tendency to treat urban development as a super-block, district, or zone instead of a collection of individual buildings which may not relate to each other efficiently.

Originally Arlington County looked at the pedestrian bridges as a solution to Rosslyn's vehicle and people traffic crush. "Now, the overhead sidewalks are seen as much more, as a unifying force, tying the development together, making it work. Now Arlington is using the same idea in its Crystal Mall office zone along Jefferson Davis Highway.

A San Francisco owner who wanted to unify two old cold storage warehouses into wholesale showrooms discovered it would be cheaper and quicker to construct a \$120,000 five-level steel and glass pedestrian bridge than to persuade citizens to vacate an alley. The alley is still open to traffic but no one drives through it now.

By 1973 the Ohio metropolis expects to have a 12-block second-story pedestrian concourse which will cost from \$12 million to \$15 million. Already three blocks of the system are built and a fourth is under construction. The old river city has a very narrow street system and a very compact business district. Thus, the second-level sidewalks, which open to hotels, stores, and parking, have great attraction. Maintaining the tight business area brings convenience to office workers, shoppers, and convention goers, and separate trucks

and cars from pedestrians.

Cincinnati and St. Paul are paying for the skywalks out of urban renewal funds. Minneapolis' extensive system so far has been purchased by private land owners and building developers. Other cities use a combination of public and private money, and all require some form of contribution from private owners.

St. Paul is organizing a 12-block downtown, second-level pedestrian system which goes to and through some key buildings. In 1968 the skywalk



Connecting bridges from parking garage and Motor Bank to Professional Building and Citizens National Bank, Waco. Bush and Dudley, Architects.

scheme received a national design award from the Department of Housing and Urban Development. Including bridges and payments to land owners, walking above street level throughout the central business district will cost St. Paul from \$4.5 million to \$5 million. Two of the skywalks are completed and two more will be started this summer. Skywalks are viewed as normal sidewalks, as a public right-of-way, even though

they're not at street level, and the city maintains them as it would sidewalks.

Almost 10 years ago Minneapolis started moving pedestrians through the Minnesota winters and above traffic by way of enclosed, heated street bridges. The passageways go to banks, insurance office buildings, parking, shops, a large department store, and a major hotel. The city now has seven skyways. The key is how you connect them, you have to go through buildings. You have to convince businessmen that the passages create new areas of rental space and higher rentals.

Pedestrian crossings can be used for more than movement, as shown by Florence, Italy's famed Ponte Vecchio bridge which contained shops as early as the 1300's. Two service crossings astride Illinois tollway segments near Chicago have large restaurants as well as service stations. Between Denver's Hilton Hotel and May-DF Department Store a bridge supports a restaurant. Denver's new exhibition-convention hall is connected to its auditorium by a bridge which also offers a restaurant. Cincinnati's elaborate one-mile system of second-story sidewalks already invites strollers to a small, landscaped plaza atop a truck delivery depot.

Shops, eating facilities, ticket agencies could be located adjacent to many of the upper-level sidewalks being planned. At Reno, a three-story Visitors Center has been proposed which would span historic Virginia Street near the start of the Nevada city's tourist-gambling quarter.

Elevated sidewalks are being planned in some cities as extensions of platform development, which uses air rights. Memphis' 16-acre Operation Breakthrough site, where HUD and private companies will erect housing units as part of a nationwide drive to manufacture factory-built, quality shelter, is in a bowl, site of old railroad tracks. Elevated sidewalks which will carry residents from the platform over parking to recreation and transportation outside the bowl. George Washington University in the national capital's Foggy Bottom neighborhood is considering uniting a new library and faculty office building, over parking, by means of pedestrian bridges which would be extensions of open decks.

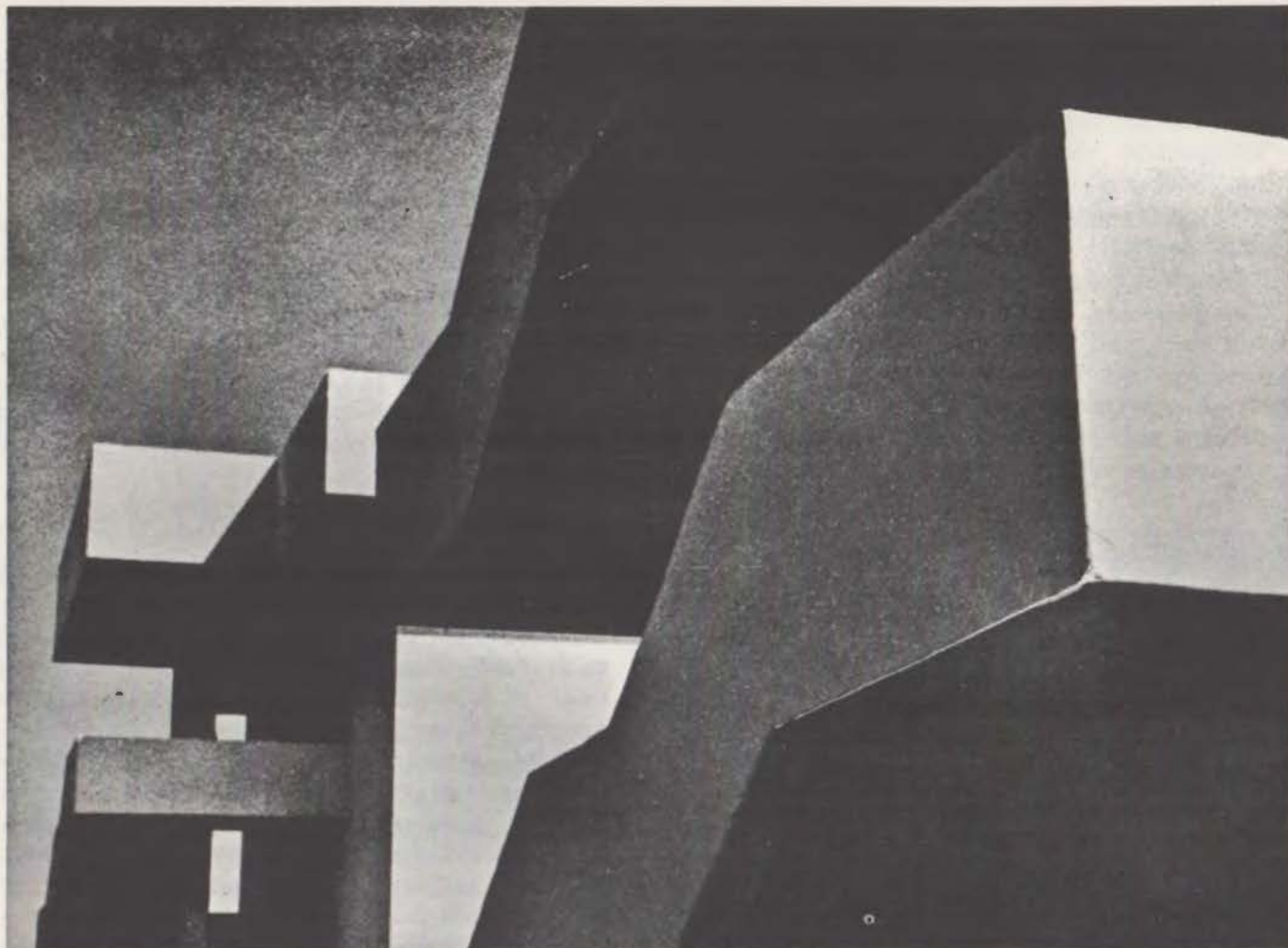
A spectacular sidewalk in the sky has connected

the Wrigley Building's two sections in Chicago since 1931 at the 14th floor, but it is not open to the public. San Francisco's Hilton Hotel has just installed a 41-ton steel walkway from its 16th floor to a rooftop swimming pool for use of guests. Atlanta's Peachtree Center has become perhaps the top tourist attraction in town by offering the public 766 feet of carpeted aerial walkways, including two that are 22 stories in the air connecting the Gas Light Tower to the Merchandise Mart and the Mart to the main Center building. Beside providing an alternate traffic route, the eight to nine foot wide carriers also provide a needed visual connection.

Cost of aerial walkways is but a small fraction of overall project costs. The Rosslyn pedestrian bridges from 12 to 15 feet wide have run \$75,000 to \$110,000. The cost is really minute when you think of a \$5 million building. Minneapolis' skyways cost around \$100,000 apiece. Cincinnati figures its elaborate concourse, which runs through alleys, costs around \$1 million per block. As cities struggle to revive aerial walkways will become a competitive development. Building owners will install the walkways just like air conditioning. It will become a necessity, the issue will become a matter of how well the sidewalks are treated, whether they are carefully thought out and designed.

Aerial walkways require official help from local government. First, the great barrier between officialdom and private developers has to be overcome. The places where overhead circulation has occurred are places with aggressive architects and property owners. New York City, for example, the nation's most densely populated, has few pedestrian bridges. They've been proposed and there have been opportunities to install them. Manhattan is parcels of real estate, islands. This makes implementation of an overall plan, which would include better pedestrian circulation, difficult. The problem is to get all 40 property owners, at say a place like Rosslyn, to behave like brothers. It takes a little government muscle in the form of new zoning, tax incentives, a mix of urban renewal.

In the past we've divorced all these things—circulation, building, public services. Now we suddenly have enough examples to see the only way we're going to reinforce urban life is to integrate these systems. ■



American Airlines Stewardess College

■ ARCHITECT & ENGINEER: Preston M. Geren & Associates, Fort Worth
 ■ CONTRACTOR: McCord-Condron & McDonald, Inc., Fort Worth

Exciting patterns of light and color reflecting the clear sky and bright sun of the Texas plains characterize the new, 150,000 square foot American Airlines Stewardess College nestled in a grove of native oak trees between Dallas and Fort Worth. Smooth expanses of concrete spread in angular shapes from the 3-story dormitory, the 2-story maintenance facility, and the 2-story dining and administration area through an enclosed, connecting passageway to the classroom building. ChemComp cement concrete was used in almost the entire structure to help prevent drying shrinkage cracks that would mar an otherwise beautiful design. And a college to train stewardesses for American must be beautiful, mustn't it?

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Preliminary investigations showed that a reinforced concrete frame would require columns from 32 to 40 inches square. However, with high-strength structural steel framing, each column was trimmed down to 20 inches square, including fireproofing. Add together the useful space gained around each column and multiply it by the number of floors in the tower—the result is 3000 more square feet of usable space, plus more flexibility in room arrangement.

Taking a highly practical approach, engineers wrote specifications for the structural steel in terms of minimum yield strength, not specific ASTM grade designation or proprietary name. They developed load tables, coupled with alternative column designs, that maintained section prop-

erties yet provided variations of material thickness and yield strength. Thus, the appropriate steels were selected by the fabricator on the basis of availability and economy. For example, because Armco High-Strength C-50 Steel is available in thicknesses greater than the 1½-inch maximum in ASTM A 572 Grade 50, the steel fabricator was able to optimize on it in some cases instead of more expensive 50,000 psi minimum yield strength steels.

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COMING SOON—WIDE FLANGE SHAPES FROM ARMCO IN HOUSTON

ARMCO STEEL



St. Luke's Episcopal and Texas Children's Hospitals, Houston. Associated Architects in joint venture: Foy Martin—Staub & Rafter, Houston. Structural Engineers: Francis J. Niven & Associates, Houston, and Joe T. Strother, Associate Engineer, Houston.





THE HOUSTON POST

For its new headquarters building and plant, the Houston Post selected a 21½ acre tract adjacent to a major freeway interchange, in the southwest part of Houston. The new plant is composed of three buildings for the time being, with provisions for additions of a printing press plant and a paper warehouse in the future.

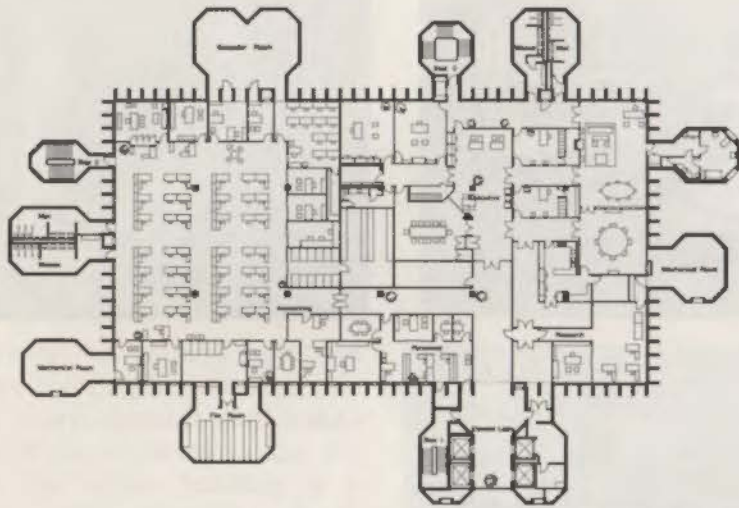
Present facilities include a four-story office building of 120,000 square feet housing by floors: (1) advertising, promotion, lounge and lunch facilities, (2) editorial, circulation and distribution, (3) executive offices, finance and accounting and personnel, (4) rental space for future expansion. Provisions exist for additional future floors.

Behind this building is a two-story 78,000 square feet production building with a basement which, in addition to the wanted department, contains photo-engraving and composing areas and storage and shop areas to go with them. In the newspaper production process, everything is done at this location up to the production of paper mats, which are, in turn, flown or driven to the former plant where the presses are still in operation. An

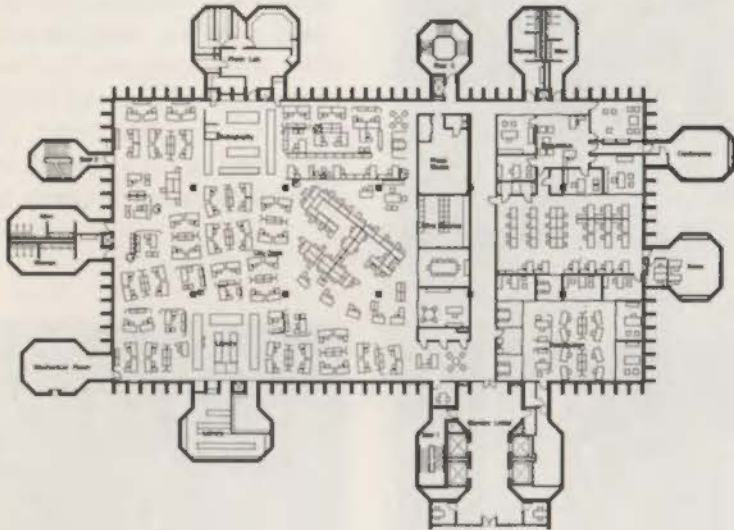
adjoining third building houses the mechanical plant.

Visitors and executive parking are in front of the main building, with employee parking along the east side of the property and service areas on the west side. Aside from the visitors reception in front, the major approach to the complex is into the elevator towers which form a connecting link between the two office and production buildings.

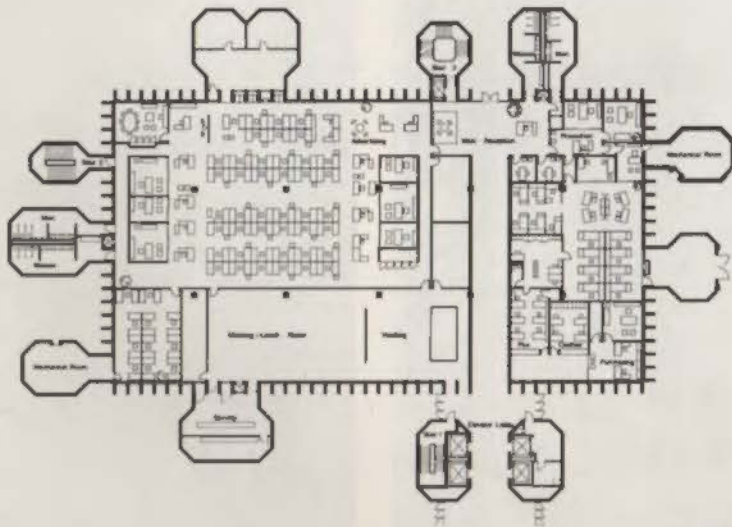
Because large open areas were



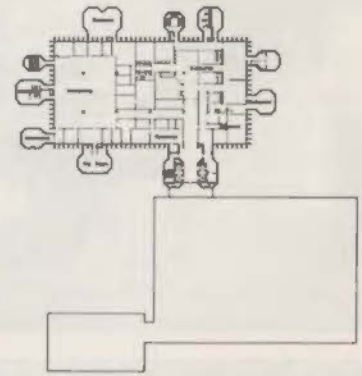
THIRD FLOOR



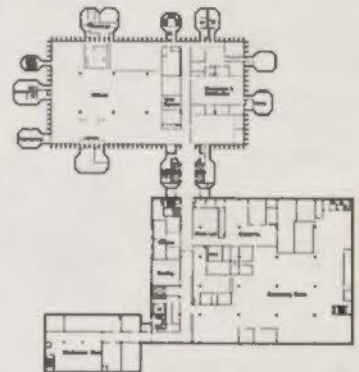
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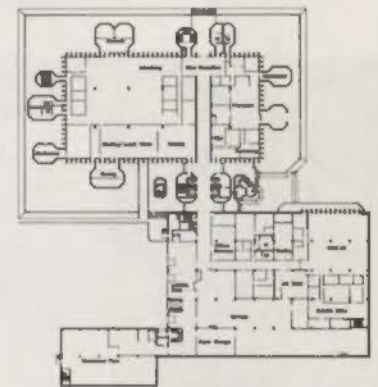
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THIRD FLOOR



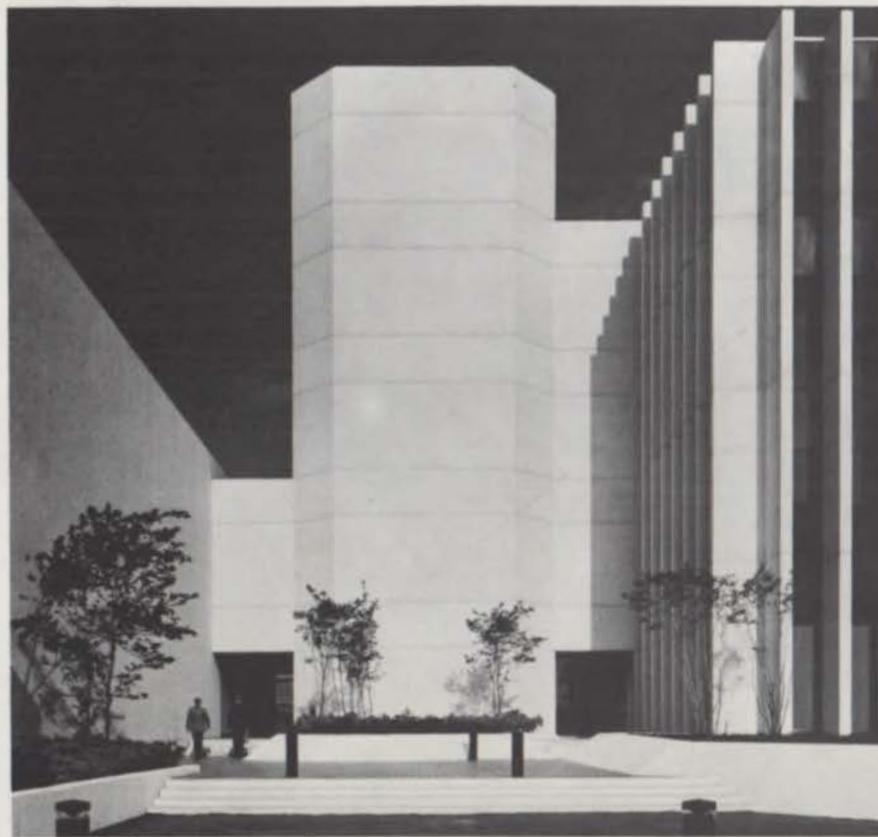
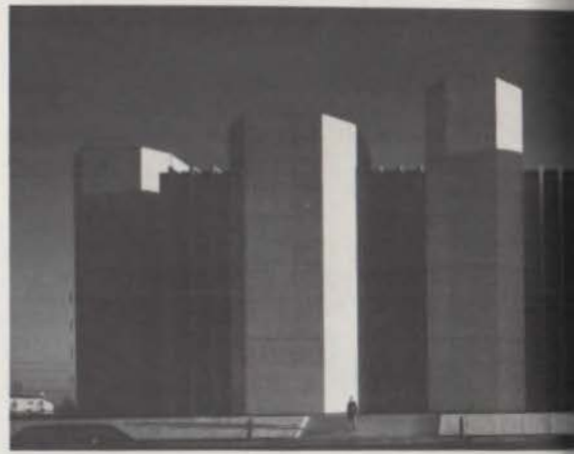
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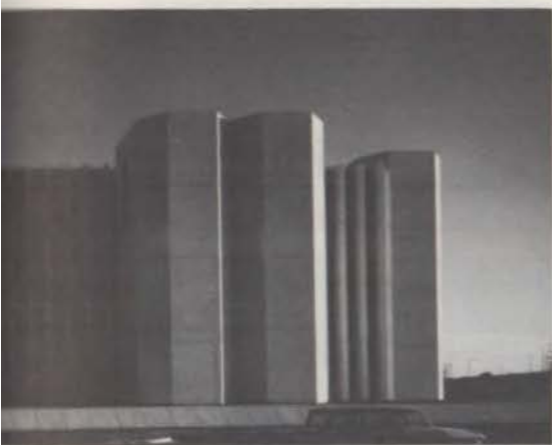


FIRST FLOOR



SITE PLAN





desirable for various functions of the building and to allow for easy rearrangement and expansion of departments in the future, the office building is a large open rectangle with all core facilities contained in concrete towers around the perimeter. The exterior wall is a bearing wall of concrete fins with full-length bronze glass between. Certain functions such as labs, library stacks, vaults, data processing areas are also housed in the towers.



Construction is reinforced concrete with all exposed concrete on the office building being white poured-in-place with a sand-blasted texture. The exterior wall of the production building has precast concrete panels of matching color and texture. Acoustical ceilings contain specially-designed, low-glare, fluorescent lighting. All office areas are carpeted. The editorial area is an exercise in "office landscape." ■



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This shortage spells opportunity. Architectural/engineering firms, landscape architects, lending institutions and other specialists—working with land developers—can bridge the gap between raw land and quality housing *more quickly* via mobile home developments than in any other way, and at less cost.

• Today's mobile homes, selling at \$7,000 average price *furnished*, are big business. Last year 412,000 were built. Right now 67% of all new one-family homes selling under \$25,000 are mobile homes.

Furthermore, well-designed and engineered developments, properly managed, are making money for all concerned.

Mobile Homes Research Foundation, with a background of over 20 years' familiarity with the subject, serves as a clearing house for assembling—and disseminating—the

up-to-date techniques required for planned mobile home environments.

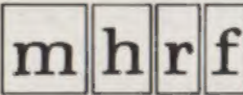
Architectural and engineering firms qualified to design and build the developments can register with the Foundation, as can specialists capable of making feasibility surveys and 'expert witnesses' who can testify effectively at zone-change hearings. Land developers look to the Foundation for information and refer to its Register for names/addresses of those qualified individuals or firms.

The Foundation is sponsoring these executive forums to pool the knowledge and practical experience of recognized professionals for the benefit of all enrollees.

Urgently-needed seminars, now being scheduled, are for architects and engineers. Sessions will cover practical work required on these projects; can be worth thousands of dollars in time saved.

Complete agenda and details ready now, with enrollment form and hotel/motel information. *Enrollment will be limited by facilities; prompt action is suggested*, to establish priority for your registration. Use coupon, or write on business stationery.

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Gentlemen: Sorry we can't make this Foundation Seminar at Dallas; maybe we will attend another, later. For the present, please send background material about mobile home subdivisions and put us on your mailing list to receive announcements about future Seminars.

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CAMPUS PLANNING

Two campus planning workshops scheduled for December are expected to attract approximately 400 educators and architects from Texas Colleges and universities.

The conferences, sponsored by the Coordinating Board and the Texas Society of Architects, are scheduled for Dec. 3-4 at the Inn of the Six Flags in Arlington and for Dec. 10-11 at the Hilton Palacio Del Rio in San Antonio.

Nationally-recognized experts will discuss such topics as academic program planning, computer-assisted planning, student housing in the 70's, and systems building. Speakers have agreed to make the same presentations at both of the conferences to allow more persons to participate in the discussions.

Attendance at each conference will be limited to 200 persons. Programs and registration forms will be mailed in November to Texas architects and college administrators.

Dr. Bevington Reed, Commissioner of Higher Education, will speak to the group on Dec. 10 on trends in Texas higher education.

Dr. James D. MacConnell, of Stanford University and senior advisor to the president of Westinghouse Learning Corporation will speak on "Candlelight Education in a Satellite World."

"Student Housing in the 70's—To Build or Not To Build" will be the topic of Anthony Downs, vice president of Real Estate Research Corporation of Chicago.

TWO HOUSES OF HOUSTON

THE KELLUM-NOBLE & NICHOLS-RICE-CHERRY HOUSE

TEXAS HISTORICAL ARCHITECTURE

excerpts: from an essay by Phillip Hensley, University of Texas

The Noble House is the oldest brick house of historical importance standing today in Houston. It is on the southwest portion of Sam Houston Park, fronting Dallas Avenue. Its construction was started soon after the Battle of San Jacinto, by Mr. Nathaniel Kellum. Mr. Kellum was a Virginian who came to Houston in 1839 and operated a brick kiln. Before it was completed, it was sold to Zervia Kelly, a Connecticut woman who became one of Houston's first teachers.

The present location of the Noble home was formerly a farm of about twenty acres. It was also a tan-yard because a number of vat cans have been found on the place. Originally there was a gentle slope from the western boundary of the farm to Buffalo Bayou. The excavation of mud from which to make bricks was just north of the house. Six generations of Mrs. Kelly's lived in the old house before it became park property of the city.





Mrs. Kelly first came to Houston with her husband George because of his health. This was just after the Battle of San Jacinto in 1836. While they later returned to Connecticut, the Kellys had become impressed with Houston. They came back to Houston where Mrs. Kelly's father, who first became interested in the house, had now made his home. At that time, the exterior had been completed but the interior was still unfinished. Mr. Robinson began negotiations for the house but was taken ill before he completed the deal. Mrs. Kelly carried it through. Mr. Kelly had died several years earlier, and Mrs. Kelly had remarried to A. W. Noble who was an activist in the affairs of Houston and Texas. They moved into the mansion and it became known as the Noble Home.

Originally, the Noble House was surrounded by giant live Oak trees, giving the mansion a beautiful environment.

Sam Houston Brasher, liked the house and grounds and when he became mayor of Houston in 1898, he persuaded the city to purchase the place for about \$30,000, a price that was protested at the time as being too high.

Mayor Brasher, and the park commission converted the grounds into Houston's first park. The house was remodeled and made into a museum where Houston's first collection of historical relics were housed. The first floor was reserved for offices and other relics. At the rear of the house was established Houston's first zoo until it was moved to Herman Park where the present zoo is. The house then came to disuse except by vandals and vagrants. The city decided that it was an eyesore so they were about to demolish one of Houston's oldest and forgotten monuments to early Houston architecture. The Heritage Society acquired the house and was to be the first house to be restored and refurbished in the Park.



Originally, construction of the Rice house was started by General E. B. Nichols about 1850, to be used as his home. He was at that time associated with Colonel Tom Pierce, later prominently known as the builder of the Southern Pacific Railroad, but then engaged in operating a fleet of twenty-two vessels which went between Maine and Boston and Galveston. For use in constructing the house, General Nichols brought by sea from the forests of Maine greater portions of fine heart timber and white pine, as well as the brick, and reshipped these by water from Galveston. He used long leaf yellow pine from Pearl River, Mississippi and from Florida. General Nichols got hardwoods and other expensive woods for the interior finish from other distant ports.

General Nichols, however, did not finish the home. During the construction, Colonel Pierce transferred him to Galveston, appointing him resident agent of his shipping lines. General Nichols then

sold the house to William Marsh Rice, founder of Rice University. At this time the house was located on Preston Street facing the county court house.

Mr. Rice completed the home, adding to the luxury of the interior as originally planned by General Nichols. It was then moved to the southwest corner of San Jacinto and Franklin. The original cost of the house was some \$80,000. Mrs. Rice gave many receptions in the double parlors. Her bedroom was the small upper room with an unusual rounded wall, which projects to make a graceful curve in the upper hall. Rice moved to New York in the 1860's, and the house had a change in atmosphere with war-time when it was used as a yellow fever hospital for Union troops.

Some years later, about 1886, the old City Bank of Houston and the Houston Savings Bank failed. Residences of the city were hard hit, and real

estate values reached an all time low. The house and grounds were put on sale and were purchased by Mr. J. D. Finnegan for the price of \$2,500. He later offered the house for sale against sealed bids. Mrs. Cherry, a noted Houston artist, inspected the house. The colonial effect and its Greek Revival details interested her. She told Mr. Cherry to bid for just the front door. He made a bid of \$25 which was the only bid turned in, and without knowing it, he had bought the entire house.

Mr. Cherry's bid was accepted on the basis that the house be removed from the grounds. After buying a plot of ground on Fargo Avenue, Mr. Cherry searched for a means of removing the house to its new location. It was feared that the house would have to be torn down and then reconstructed because there was no house mover that would undertake the job. Finally one agreed to move the house. He got huge rollers and other equipment from Galveston, and started on the three mile move, which took forty-six days to complete. Finally the house reached its new plot in 1894, still intact. Even the chimneys, constructed with Portland cement brought from England, withstood the trip without injury. After re-

location, the house showed its strength by passing unscratched through the storms of 1900 and 1915. Its floors, of the puncheon type, are two or more inches thick. The 18" x 24" sills, from solid heart pine are tongued and mortised by wooden pegs, reinforced with iron nails; the studs and sleepers are of long leaf yellow pine. The great doors and windows are surrounded by hand carved frames. The rosewood stair rail ends in a curve of carved leaves. The pattern of the door and window frames is repeated in the paneling beneath the stairs which forms the side of the entrance hall.

After Mrs. Cherry's death, the house was given to the Harris County Heritage Society. It was then moved to its present site in Sam Houston Park in downtown Houston. The Heritage Society has restored the house and now keep the grounds open to the public.

Today the Noble and Cherry Houses, along with six other structures, stand protected as a part of Houston's past. It is just a short ten minute walk from the Gulf, and Esperson Buildings and five minutes from the new Shell Building. ■

article edited by B. Canisaro



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Creative architecture often finds expression in white cement plaster

Chicago's new St. Barnabas Church for example. To dramatize the effect of the stained glass windows, white cement plaster was used to form the panels above and below each window. The contrasting effect is carried through in the plastered columns, soffits, and fluted facia, also of white cement plaster.

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The job of cleaning up the environment, if anything approaching total cleanup is the objective, extends over a front so broad it includes virtually every industry, every factory and office, every home, and ultimately each individual. Some of the worst offenders naturally are the prime targets. But even here it still boils down to an individual effort.

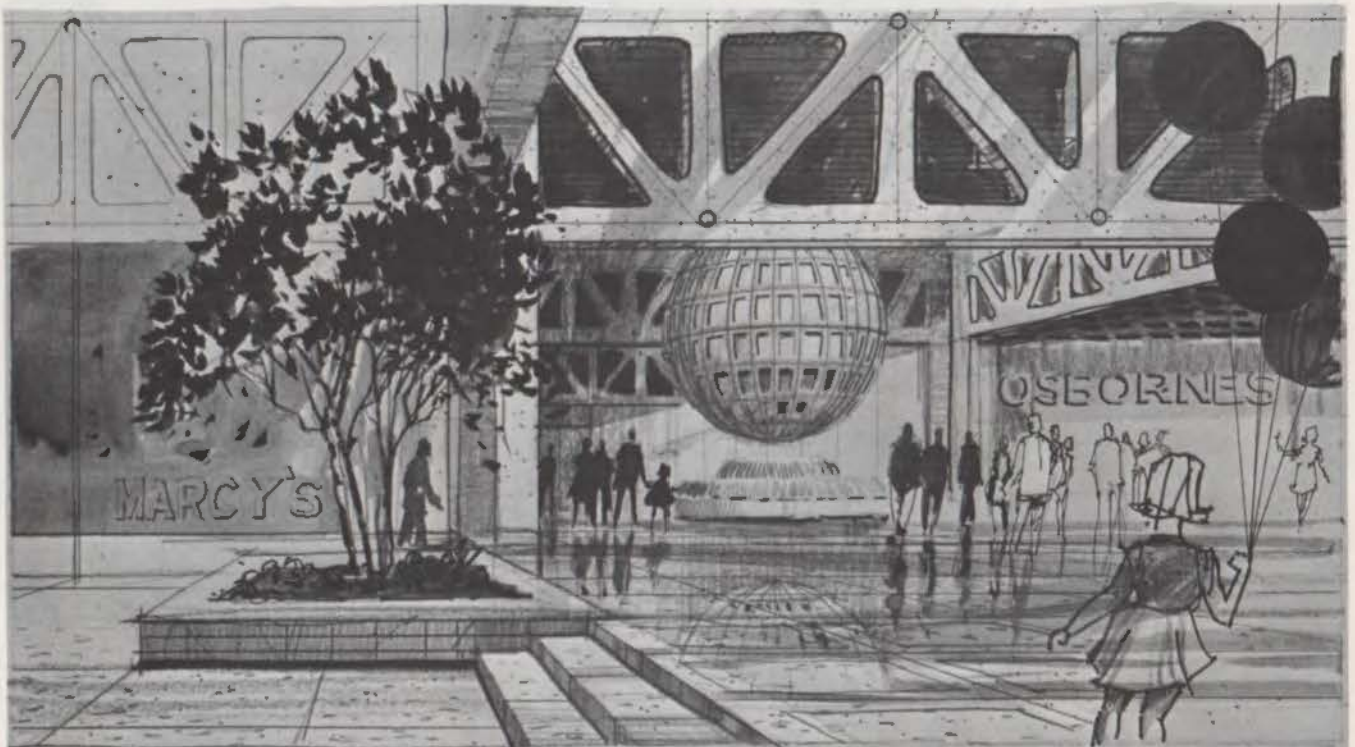
ANTI-POLLUTION

Editorial from
Austin American-Statesman

While the oratorical battle against pollution—a word which covers a multitude of sins—wages hot and ponderous, the action end of the fight so far is flexing a weak muscle. It is not difficult to understand why.

That is because the cost of pollution control will be enormous. However these costs are to be allocated, it will be either the consumer or the taxpayer, probably both, who will pay the bill. Manufacturers cannot magically absorb costs running into the billions of dollars but just pass them on to their customers. Neither can government finance the needed changes without a substantial influx of tax dollars.

The continuing debate over pollution may have a nice ring to it, but until the cooperation—financial and otherwise—of every consumer and taxpayer is gained, the cleanup drive will have few real accomplishments to show for its efforts.



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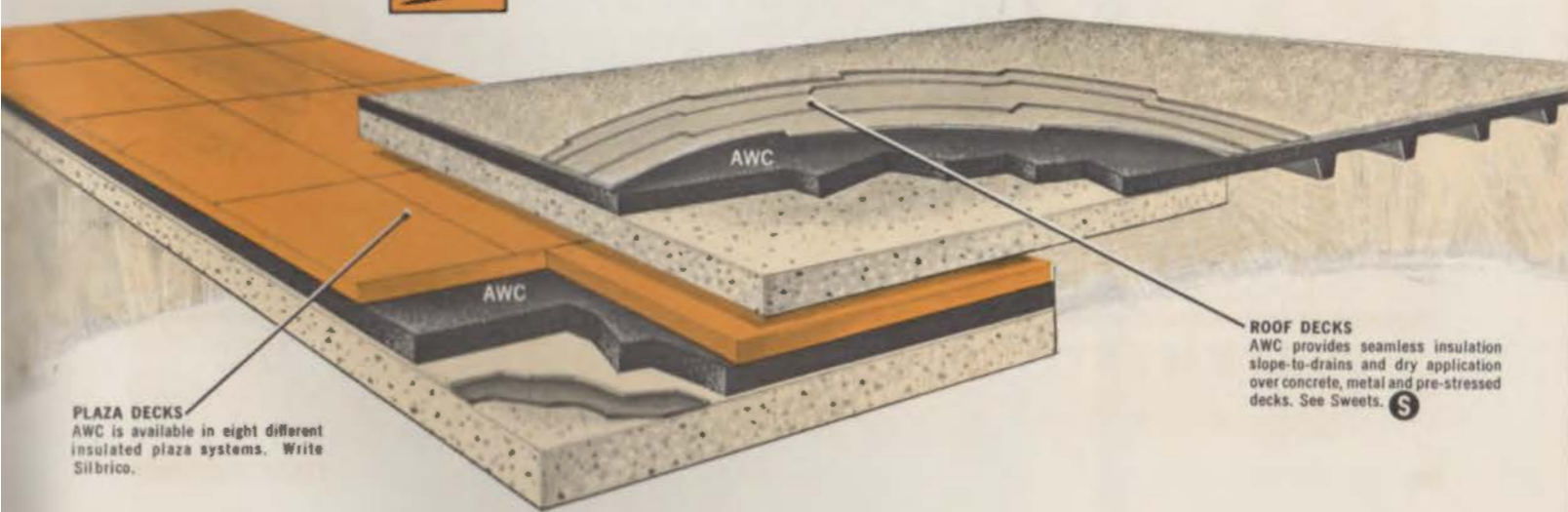
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