

BUILDERS

Dedicated to Colonel Ed Fletcher, San Diego, Calif.

Mr. Chairman and Citizens of _____, I am always glad to speak in a good town like _____, because I know that when I find a good town like this - that there is a bunch of Good People Back of it - people who are interested in their home town and doing their level best to build a community. All normal men are interested in community affairs and civic pride in the Development of his home town. That man is poor indeed who does not regard some spot on God's footstool as Particularly and peculiarly his own. DEAR TO every loyal heart, is that sentiment from the "Lay of the Last Minstrel"

"Breathes there the man with soul so dead
Who never to himself hath said
This is my own, my native land."

The more I travel, the more I am impressed with the fact that Good Towns and progressive communities never happen. Like the famous Ad for Grapenuts "There's a reason". Now I think I am safe in assuming that quite a number of the best folks of your town are right here in this audience at the present time. I know that some of them are here because I am personally acquainted with them. I see Jim Smith - Big Bill Brennan - and over yonder I see the Honorable County Commissioner, Tom Graham. I have known the commissioner for some time and I feel like telling you confidentially a little joke at his expense. I think this will be new to you as it is not generally known - in fact Tom doesn't want it to be generally known - but as long as we are among friends, I feel justified in telling you about it - Confidentially of course.

Now you may not know that when he was a young fellow he studied for the ministry and was sent out from the college to preach his first sermon. The old college president instructed him to be sure to preach a sermon that was moving- soothing and satisfying. When he returned and the old president asked him how he had succeeded- he said, "I guess I did all right. I am sure it was Moving, because part of the congregation moved out before I had half finished. I know it was soothing, because those who remained went to sleep, and it must have been satisfying, because they did not ask me to preach Again." So this probably explains the reason why Tom quit the ministry and became a County Commissioner.

Ladies and gentlemen - I wish to speak to you to-day on a subject which I am very sure will be of vital interest to you. A subject which can be expressed in one word -BUILDERS- A BIG subject, my friends, when you come to analyze it - A DEEP subject - which goes right down to the foundations of the universe. First, last and all the time, we have the divine builder - ALMIGHTY GOD. "In the beginning God touched a void of Chaos with the Finger of omnipotence and there came into being a Universe whose Myriad parts move in perfect co-ordination with the master mind." Now let us apply this God-Given principle of constructive building in the lives of men and of nations - and I hope that I may be able to give you some ideas which will inspire all of us to become better builders, BUILDERS in the fullest sense of that great word.

Let us turn our attention then to the Evolution of building - we find that this evolution has worked out Gradually thru the centuries in three great fields of human endeavor - HISTORICAL- SCIENTIFIC - and CIVIC.

For the basis of our argument let us consider the historical side of the case - For it is impossible to develop any great subject without seeing the historical horizon back of it. And especially in speaking on this subject "BUILDERS" - I can not overlook the records and building achievements which were left to us in the days of Hoary antiquity. WHAT BUILDERS they WERE! - these men of antiquity - The massive arches of some of these ruins rest upon piers that are fifteen feet square and built entirely of solid blocks of marble - Some of which are as large as a Saratoga Trunk- They are not shells or shafts of stone filled inside with rubbish, but the whole pier is a mass of solid masonry. Vast arches have braved the storms and sieges

of three thousand years and have been shaken by many an earthquake- but still they stand. When they dig along side of them, they find ranges of ponderous masonry that are as perfect in every detail as they were the day those old cyclopean giants finished them in the ancient city of Ephesus. When Mark Twain made his famous trip around the world, and wrote his great book "Innocents Abroad" - he was especially impressed with the fact that we have much to learn from those old builders of centuries past - He speaks of the wonderful roads of Horta and says:- "here was an Island with only a handful of people in it, 25,000, and yet such Fine Roads do not exist in the United States." Everywhere you go in any direction you find either a hard - smooth - level thoroughfare sprinkled with black lava sand and bordered with little gutters neatly paved with small smooth pebbles, or compactly paved ones like Broadway. They talk much of the Russ pavement in New York and call it a new invention - yet here they have been using it, in this little remote isle of the sea for 200 years. Every street in Horta is handsomely paved with the heavy Russ blocks and the surface is neat and true as a floor, not marked by holes like BROADWAY. Every road is fenced in by tall solid Lava Walls, which will last 1000 years in this land where frost is unknown- They are very thick and are often plastered and whitewashed and capped with projecting slabs of cut stone. The bridges are of a single span- a single arch of cut stone without a support and paved on top with flags of lava and ornamental pebble work. Everywhere are walls - walls - walls and all of them tasteful and handsome and eternally substantial and everywhere are those marvelous pavements - so neat - so smooth and so indestructible.

Another foreign city which is a monument to the substantial building of the early builders is Tangier. Here is a packed and jammed city - inclosed in a massive stone wall, which is more than a thousand years old. All the houses are made of thick walls of stone- plastered outside - square as a dry goods box- flat as a floor on top- no cornices - whitewashed all over - a crowded city - of snowy tombs. What a funny old town it is! Only the stately phraseology and the measured speech of the sons of the prophet are suited to a venerable antiquity like this! Here is a crumbling wall - that was old when Columbus discovered America - was old when Peter the Hermit roused the knightly men of the middle ages to arm for the first crusade - Was old when Charlemagne - beleagured enchanted castles and battled with giants in the fabled days of the olden time - was old when Christ and his Disciples - walked the earth. The Phoenicians - the Carthaginians, the English - the Moors - the Romans - all have battled for Tangier - all have won and lost it - Yonder is a ruined arch of a bridge built by Julius Caesar 1900 years ago. Men who had seen the Infant Savior in the Virgin's Arms have stood upon that bridge.

And so - as we turn the pages of Ancient History - we find that we have much to learn from the Builders of Antiquity. These builders of the olden time have long since passed away - the Hands that wrought so well have crumbled into dust but they left behind them time defying monuments, which bear a message to the succeeding generations:- "CARVEN in every TIMBER - GRAVEN on every STONE - AFTER me COMETH the BUILDER - Tell Him, I too have known."

As we search the archives of History, we find that these builders have come from all races and all nations - of every color and every clime - Let us survey some of these historical periods in the development of the WORLD'S BUILDING. We go away back five thousand years before Christ and we find the Chinese period when men built that marvelous and complex system of Canals, 700 miles built under Kublai Khan alone, which carried the life giving water to every part of the empire, and on whose bosom floated the quaint Sampans as ships of commerce - a period which culminated in the building of the great stone wall of China.

We go back to the land of the Nile, and there we find the marvelous Egyptian period of builders with all the mystery of the Pyramids - the unsolved problem of those massive blocks of stone, which no man power could lift, and culminating in the inscrutable smile of the Sphinx.

We go back to the brief period of Assyrian glory when the great Temple of the Sun and the Temple of Jupiter were built by hands unknown, surpassing in grandeur of design any work of men's hands within

Twenty centuries past.

We go back to the Golden Days of Athens, and survey the period when Greece built, with purest marble, her incomparable Parthenon; We go back to the period of Roman Splendor, when Rome sat on her Seven Hills and built the great Appian Way. Back of all this, if we read history understandingly, we find that it is the builders who made possible, "The Beauty that Was Greece and the Glory that was Rome."

And Now; let us turn our attention to the Civic Phase of our evolution in building - let us trace the evolution of a city.

We go back to the days of the primitive cave man - who hunted alone - whose brain was not capable of the constructive idea - but - bye and bye - as we follow the march of progress we find men organizing in tribes and living in tents - a Savage still - but one step nearer civilization. The years go by and he takes another step. The clan is formed and villages are built - Next we see him organize a community and with the aid of his fellowmen he builds towns and cities - keeping step with the march of progress, he goes on and on - states are organized and nations are formed and then - finally - he takes the most advanced step in modern progress - when he strives to build new connections between nations and establish an international community.

And so - we trace the evolution of building thru the three great fields of human activity - HISTORICAL- CIVIC AND SCIENTIFIC.

Let us now turn our attention to the evolution in the scientific field. It is a long - long trail - to trace it - step by step - from the STONE AGE to these days of Modern Engineering Achievement. So I shall take time only to call attention to the high lights of this period. The Stone Spear or sword was distinctly an adjunct to primitive man, but just as distinctly, modern man is an adjunct to the machine tool - to the locomotive - to the twelve inch gun - to the aeroplane. In order that we may more clearly visualize the progress in this field, let us contrast the seven ancient wonders of the world with the seven modern wonders. Of these seven ancient wonders of the world, each one was a great work - Nobly carried out - Even after the lapse of centuries we recognize the ideals that inspired these wonders. The oldest wonder work of man is Egyptian - the great PYRAMID - at once a TOMB and an astronomical instrument. The last ancient wonder was also Egyptian - The Pharos Light House at Alexandria to direct the floating commerce of the old world to this great city. Of the remaining five ancient wonders, one was the Hanging Gardens of Babylon - the other four wonders were Greek - One of them the Temple of Diana at Ephesus - One the Tomb of King Mausolus - One - the Colossus of Rhodes, Spanning with outstretched legs the entrance to the harbor, and the seventh, the master work of Phidias - the Gold - Ivory Statue of Jupiter at Olympia. Harrington Emerson, the leading efficiency expert today on modern engineering says that: "There was Faith - or Hope - or Love - or Beauty - or Civic Pride - in each of these seven wonders."

And now, we turn our attention to the Seven Modern wonders of the world. One of them, four hundred years old, had its inspiration in religion - St. Peter's at Rome - the largest church ever built. The second, one hundred years old, is the greatest triumphal arch - ever erected - commemorating the victories of the conqueror Napoleon I - the other five wonders are modern engineering works - the Suez Canal easily comes first in importance. It shortens the sea route from northern Europe to the Orient by five thousand miles - the Canal was begun in 1859 and finished in 1869. Its actual cost \$80,000,000. The next great engineering work was also French, the Eiffel tower, rising 1000 feet into the air - at once the highest structure erected by man and the prototype of modern American steel construction. The next great wonder is the Forth Bridge - Cantilevers similar to three pairs of great Eiffel Towers - Each pair joined at its base - Each half stretching out horizontally 900 feet without end support. This bridge is massive in design because wind pressure is more dangerous than train load. The next modern wonder is the St. Gotthard tunnel - twelve miles long - under the Alps, more than twice as long as any American Railroad tunnel. The seventh and last of the modern wonders of the world we are proud to claim as distinctively American -

The PANAMA CANAL - Costing \$400,000,000.

This undertaking is of such Stupendous magnitude that it is hard for the human mind to conceive it or gain an adequate picture - even the conservative old Scotch Engineer after beholding it - Admitted: "At last you Americans have done something to brag about." In order to give you a birdseye view of the Panama Canal and make you realize the Highness of the project, let me give you some comparative facts and figures. The Panama Canal is the biggest job ever completed by man. The total length of the canal is a fraction over fifty miles. By comparison, the great Pyramids of Cheops and the Chinese Wall are insignificant. The excavations of the Canal Zone would build sixty three pyramids the size of Cheops. The great wall of China is 1500 miles long, about thirty feet high and twenty-five feet thick at the base and twelve feet thick on top. The Rock and dirt taken from the canal would build a wall as high and as thick as the Chinese wall 2500 miles in length. In this gigantic work of construction, 35,000 men were employed and it takes 2500 employees to operate it. All the material taken out of the Canal Zone piled on one City block, would make a pile 100,000 feet in height - nearly nineteen miles. The concrete used in Gatun Dam Alone would make 500 solid shafts the size of the Washington monument. In the blasting of the Culebra Cut, more dynamite was used in a week than the rest of the world would use in a month. Each of the three culverts admitting the water to Gatun locks, is big enough for a train to run thru. The hinges of the lock gates are the largest in the world, weighing over 37,000 pounds. A train of flat cars carrying all of the excavated material from the canal, would encircle the earth four times.

These facts and figures will give you some idea of the gigantic proportions involved, but no words can adequately express the great benefits and advantages gained by the canal for commerce and transportation. Balboa crossed the Isthmus in Twenty-nine days, now the biggest vessels can do it in ten hours. If we were to fly over the canal Zone in an aeroplane, we would see a marvelous picture, the locks, the lake - the Cut - a marvel of modern engineering skill built in this tropical jungle. The vivid green of the tropics frames the whole picture and at the entrances to the canal from either ocean, the great walls of the locks crowned with their harmonious superstructure, looms with a majestic dignity that impresses all beholders. We see flashes of color - the Grey concrete walls - the Red Tiled roofs - flanked by beautiful palm trees, but best of all as a climax to the picture - we see the ships - passing thru, flying the flags of all nations.

But, gentlemen, Great as the engineering triumph is conceded to be in the construction of the Panama Canal - it is only the beginning of American engineering feats. We are already moving so fast in our engineering evolution that we do not fear the spying of foreign competitors. Our attitude - is the spirit of an American grain exporter - who showed a Hungarian investigator - our whole elevator and grain shipment installations - from the wheat fields of Dakota to Atlantic steamers. He was asked: "Why do you show foreigners - future competitors and rivals - our methods?" "Because they can't understand half they see - they can't remember half they understand - and by the time they have copied all we have - it will be obsolete with us and we shall be ten years ahead." That's the American spirit - Gentlemen - which will carry us on to greater achievements - until our engineering feats - shall amaze the world.

When we turn our attention to specific cases of great builders, we find many who have contributed to the progress of the world - from the days of King Solomon constructing rich and costly temples - on thru the reign of Julius Caesar, whom Shakespeare recognized as "The Foremost man of all the world - with - his great program of Road Building - his Bridge Building across the Rhine - his draining of the Pontine Marshes and Favian Lake - his reconstruction of Carthage and Corinth - his masterly influence over the public mind thru his power of Oratory - preparing the way for the work of his successor - Augustus Caesar - who made the proud Boast: "I found your city a city of mud and I left it a city of Marble." But it is my purpose to choose one outstanding figure as a specific instance in each field of human endeavor - In the historical field I would choose - King Alfred - the Great - as being worthy of the name BUILDER - in its fullest sense -

This remarkable man was a great Organizer- a great inventor- a great teacher - Alfred was the First English Gentleman, and as Elbert Hubbard says: "Let No Joker Add - and the Last"

At the time he came on the deck of action, the Danes had overrun and ravished the country. For many years these marauding usurpers had fed their armies on the products of the land and now they had over two-thirds of the country under their control and the fear that they would absolutely subjugate the Anglo-Saxons was imminent, and as the Greeks of old in their terror cast around for the strongest man they could find to repel the Persian invaders and picked on the boy-Alexander- so- did the Anglo-Saxons turn to Alfred. He was only ~~thirty~~ three years old but he had qualities that were close akin to both Alexander and Caesar. The result was that he rounded up the enemy, took away their weapons and then held a revival meeting asking everybody to come forward to the mourners bench. He broke the fierce spirit of the Danes and peace followed. The English love of law - system and order, dates from Alfred. With his rule begins the England that we know. Steadily year after year he gave his time and attention to constructive work. He established trial by jury and the English common law. His government was wise and simple - respecting the ways- habits and customs of the common people. Alfred was filled with a desire to educate and he organized a school at the Ox-Ford. This school was the germ of Oxford University. Attached to it was a farm where the boys were taught agriculture and stock-raising. Alfred was the first great ship builder. Before his time, England had no navy- but after Alfred had vanquished the Danes, he took their ships, refitted them- built more and said: "No more marauders shall land on these shores. If we are threatened we will meet the enemy on sea." That has been the War Policy of England from that day to this, and from that time to this - England has had a Navy that has gradually grown in power.

Alfred died at the age of fifty-two - worn out with his ceaseless labors of teaching - building - planning- inventing and devising methods and means for the betterment and benefit of his people. And so Passed one of the GREATEST BUILDERS in History.

In choosing a great builder in the field of scientific engineering, I come down to Modern times and turn to the man who built the Panama Canal - Major Goethals- Credit should first of all be given however, to the man who had the vision to see the possibilities of the panama canal - the organizing ability to plan the work under government supervision - the courage to stand by his plans - and the good judgment to pick Goethals as the engineer to carry them out - I refer to that typical American -THEODORE ROOSEVELT.

He appointed Lieut.Col.Geo.W.Goethals chairman and chief engineer of this gigantic undertaking and thus began the forceful and conclusive administration of the man who finished the canal. President Roosevelt said, after the resignation of both Wallace and Stephens who had failed to make any headway with this tremendous task. "We can't build the canal with a new chief engineer every year and now I am going to give it to the Army and somebody who can't quit." So, on April 1, 1907 - Goethals became chief engineer of the Panama Canal and more than that, he became the supreme arbiter of the destinies of all men and things in the Canal Zone. You know in a general way the great work of this great engineer but let me relate an incident which will show the caliber of the man, who was in the saddle when the Americans, on the ditch, swung into their winning stride. This is the way they tell one story on the Isthmus:

A somewhat fussy and painfully perturbed man bustled into the office of Col.Goethals one morning and plunged into his tale of woe.

"Now I got that letter of yours - Colonel," he began, but stopped there, checked by a cold gaze from those quiet blue eyes.

"I beg your pardon," said the colonel sanvely, "But you must be mistaken. I have written you no letter."

"Oh, yes, Colonel, it was about that work down at Miraflores."

"Oh, - I see, You spoke a little inaccurately. You meant

you received my orders, not a letter. You have the orders, so that matter is settled. Was there anything else you wished to talk with me about?"

Peremptory in his orders- demanding literal obedience- arbitrary in his methods - he was perhaps a better example of the military mind than of the engineering mind. He was in fact - absolute dictator - of the Canal Zone- yielding to No one except to the one big man higher up - THEODORE ROOSEVELT.

The visitor to the Canal Zone about 1912, could hardly spend a day in that busy community without becoming aware of some mighty potentate to whom all matters were referred - to whom nothing was secret and whose word was law. The slogan of the day was "What the Colonel Says - Goes." All his life he had been an army engineer except for the time when he was professor of engineering at West Point. Fortifications and locks were his specialties and here - he did his best work as chief on the Panama job.

In considering the building of the Panama Canal, no words are adequate to portray the magnitude of the task. What unseen power forces those high gates of steel shut against the dogged resistance of the water- They are seven feet thick- sixty-five feet long and from forty-seven feet to 82 feet high - they weigh from 390 to 730 tons each, add to this weight - the resistance of the water- and it becomes evident that terrific power is needed to operate them.

It was on the 10th of October 1513 that Balboa strode out into the Pacific Ocean and boldly claimed for his sovereign the sea and all countries abutting upon it - Just four centuries later the United States celebrated the opening to the commerce of the world, the waterway between the oceans. In tearing away the most difficult barrier that nature had placed in the way of world-wide trade - Friendship and Peace - America has done a service to the cause of Universal Progress and civilization - the worth of which the passage of time will never dim.

Let us next turn our attention to a prominent example in the evolution of Civic Development.

The annals of America are rich in the development of great cities- Richer still in the lives of a few, prominent men- who may fitly be called BUILDERS OF CITIES. Among these I have in mind one outstanding figure- a man to whose memory I take off my hat - a man who has made Denver a city of which we may all be Proud- ROBERT W.SPEER.

He came to Denver when only a boy in the early part of 1878. We pass over the years of his early career to that auspicious day June 1st, 1904, when he took office as Mayor of Denver and began the career which stamped him as not only the greatest Mayor Denver ever had - but as a leader in civic affairs- and an authority on city management thruout the United States. It has been said that he created a masterpiece of its kind when he built up the greatest political machine in Denver's history. However true this may be- the fact remains he used this machine only as a means to an end- always for the upbuilding of Denver. As an executive he was absolutely fearless and from the very first he defied the newspaper combination. All their mud slinging and abuse, failed to shake him - he was too strong for them- He was one man that the Denver Post could not handle. They could neither scare him nor bully him and he was above bribery. When his friends would say to him, "Did you read that vicious attack on you in the Post last night?" He would smile and answer calmly: "No I never read the Post." In fact it is said he never allowed a copy of it to come into his house. He steadfastly refused to be influenced or prejudiced by anything the papers might say about him or his policies. Naturally, such a man made many enemies but even the newspaper commentators acknowledged that he bound his friends by "Hoops of Steel" - because he kept the loyal friends he made up to the day of his death.

There is apt to be too much politics in the newspapers or business lately. The case is like that of a family I was told about recently. The man was a Republican, his wife was a Democrat, the Baby was Wet and the Cow- Dry, and the Dog was a Socialist. I told him

I couldn't understand how the Dog could be a socialist, Why, he said; All he does is to sit around on his rear terminal and howl."

Above all else, I wish to emphasize the fact that Robert W. Speer had most remarkable constructive ability. He was a builder in the true sense of the word. This was due not alone because he was a keen and thoro student of civic affairs - not alone because of his financial grasp, or his executive force - but also because he had the rare power of being able to visualize - to look ahead and see clearly the possibilities of the future. Mayor Speer excelled as a politician, as a financial director par excellence, as a builder, as an artist and as a Man. He builded in terms of the spirit, as well as in Stone. With the Prophetic Gaze of the Seer, he saw the form of the things he had planned, where others could conceive only a shining vapor.

Now let us review some of the things which he did for Denver. He constructed underground conduits for telephone and telegraph wires in the business section- a necessary part of the foundation of a modern city. For approximately \$8000, he secured a million dollar picture "Inspiration Point" framed in the setting of the beautiful Clear Creek Valley - so that the tourists might come and gaze by the thousands at the wonderful landscape before them. After the building of the big city auditorium- he secured the great organ - whose melody is a continual joy to those who hear it - year after year. Tho he had no children of his own, he has left a monument -- to the memory of all children - in the form of that exquisite group of Statuary in Washington Park - Winkin- Blinkin and Nod. He created the esplanade to the city Park which today provides a noble entrance to the thousands who throng there during the summer months. In 1917 he took up the most daring of all his projects - building of a highway to the top of Mt. Evans, sounding the slogan - "To the Summit of our Highest Peaks." He created the world renowned civic center with its marvelous open-air Greek Theatre - its stately columns - its vistas which open out from the domed Capitol in perfect symmetry of form.

But of all his achievements perhaps the greatest in Speer Boulevard. Twenty years ago, the Banks of Cheery Creek were a dumping ground for tin cans and refuse- on both sides were acres of unsightly Ash Heaps - The whole place was an eyesore to the city. But under the Magic Wand of Robert Speer's Genius, all this has been changed. A little while ago, I was driving along the beautiful boulevard which bears his name - starting beyond city hall it wound along the Banks of Cheery Creek - across Broadway and past the country club. On either side rows of stately trees dotted with clumps of evergreen. The Creek was securely walled and the once unsightly banks covered with green grass and flowering shrubs- while trailing vines hung over the walls, making a carpet of living green, which extended down into the water. And this thought came to me- Bob Speer got more cussing than any other mayor when he was alive but he left more to show for what he did than all the other mayors put together. Speer Boulevard will always be a monument to his memory- more than that, it will always be substantial evidence of the remarkable fore-sight of this man- his power to look into the future and build for the needs of the future. At the time he conceived this boulevard, there were comparatively few autos in Denver and it was not needed for transportation purposes - But Mayor Speer looked ahead ten years and caught vision of the vast army of Fords and Buicks and Coles and Oldsmobiles, which are today rolling down Speer Boulevard in such numbers that they make this highway an absolute transportation necessity. Nowadays - some of us cannot see a Ford coming ten feet away - so "HATS OFF" - I say - to this man who could see them coming ten years in advance.

In conclusion, it has been well said that Robert W. Speer was more than Denver's most distinguished citizen, he was a CONSTRUCTIVE IDEALIST whose broad humanitarianism will be found as the years go by, to have left a deep impression upon the civic life of the United States." "The mind that conceived and the hand that wrought these splendid works are now stilled but the unselfish spirit that inspired them is not dead - and this spirit and the cherished memory of Robert W. Speer will ever live as sweet as the distant melody of that great Organ, which was secured thru his untiring perseverance." As Lincoln said: "It is for us to carry on the work he has so nobly begun."

As we trace the Evolution of Building from the Ancient time up to this modern age - as we watch its development in the great fields of Human Activity- HISTORICAL - SCIENTIFIC - and CIVIC - we are impressed with the Progress of the Race - ONWARD and UPWARD.

As we survey the seven Ancient wonders of the world - and the seven modern wonders of the world - and then turn to survey the Seven times seven wonderful enterprises now in process of construction- culminating in our own MOFFAT TUNNEL - we are impressed with the fact - that the indomitable spirit of man can overcome any obstacle - and that no building achievement is impossible.

And as we watch the long procession of Builders - Moving thru the Centuries - from One enterprise to another - from one great achievement to a greater achievement - we are impressed with the conviction - that they were the moving powers of the world. What mighty men they were; and how mightily they wrot in the development of nations.

And as we study the lives of these men we are impressed further with the fact that in all their efforts they were constructive never DESTRUCTIVE - All their ideals and dreams - all their thoughts and purposes - all their energy and efficiency, was devoted to a positive - CONSTRUCTIVE end. True builders are never negative - never pessimistic - never Destructive- They have vision power - to see clearly into the future and visualize the unknown. They have the imagination to discover and invent and above all else they have the creative spirit which animates all their actions. They are not only the efficiency experts of the world- they are the creative dreamers of the world and this combination gives us that rare product - a BUILDER- He uses the unseen constructive forces of the Universe to create all the tangible material forms of building which we see and enjoy.

In conclusion I can best pay my tribute to the builder in the Forceful words of Lyman Abbott:- "The INVISIBLE MAKES THE NATION. The nation is not made Great. It is not made Rich. It is not made at All by Mines and Forests and Prairies and Water Powers. GREAT MEN make a Nation great, and the qualities that make men great - ARE - INVISIBLE."

John A. Crook.

Ed Fletcher Papers

1870-1955

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Box: 74 Folder: 10

Personal Memorabilia - "Builders"



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