

NEW STYLE OF STUCCO EXTERIOR.

Design 1043, by Glenn L. Saxton, Architect, Minneapolis, Minn.



PERSPECTIVE VIEW—FROM A PHOTOGRAPH.



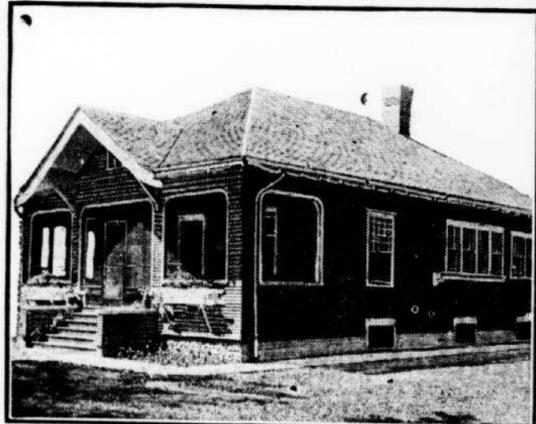
FIRST FLOOR PLAN. SECOND FLOOR PLAN.

The main new features in this plan are the brick water table, the pure white cement exterior, with the dark trimmings; the lattice at the corner for climbing vines and flower box at the front living room window. The sun parlor is connected with the living room by French doors. Toilet under the stairs; built-in cupboards in the kitchen; also nook, where breakfast may be served. In the second story are three chambers, ample closet space, bath, sleeping porch and linen closet. Size, 26 feet wide by 26 feet deep over the main part, exclusive of all projections. First story, 9 feet; second story, 8 feet; basement, 7 feet in the clear. First story to be finished with oak or birch, with oak or maple floors; second story, pine to palmetto or birch, with birch or maple floors. Cost to build, exclusive of heating and plumbing, about \$4,000.

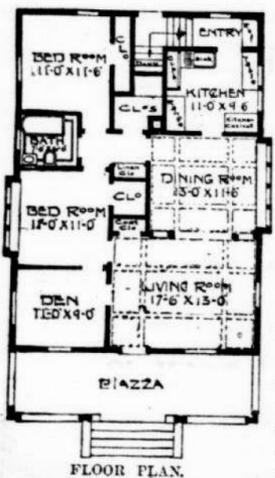
Upon receipt of \$1 the publisher of this paper will furnish a copy of Saxton's book of plans, "American Dwellings," which contains over 300 designs costing from \$1,000 to \$6,000; also a book of interiors, \$1 per copy.

DESIGN FOR A FRAME BUNGALOW.

Design 624, by Glenn L. Saxton, Architect, Minneapolis, Minn.



PERSPECTIVE VIEW—FROM A PHOTOGRAPH.



FLOOR PLAN.

The size of this bungalow is 30 feet wide by 40 feet deep over the main part. Piazza extends across the entire front and is 8 feet deep. The living room and dining room are connected by an archway, with bookcases built in on the living room side. In the kitchen there are built-in cabinets, sink and refrigerator space in the entry. The bath is located between the two bedrooms, accessible from the main hall. Full basement under the entire house, 7 feet high. First story 9 feet. Cost to build, exclusive of heating and plumbing, \$3,800.

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One Good Turn Enough. There are mornings in life when one thinks that rolling over and going to sleep again, after the alarm clock has done its worst, ought to count as a good turn for the day.

Very Unusual. "Then you say you have a model husband?" "Quite. Since we have been married he has never given the neighbors a moment's anxiety."—Louisville Courier-Journal.

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The Education of Marriage

By ELINOR MARSH

Jim Hawks was an ironworker. He was twenty-two years old and had a prospect of a long life ahead. He was a hard worker and very saving, his idea being to get a nest egg—for nature leads us all to build nests, and man can't do it as the birds do, by getting together a few straws and other such material. He must have money to pay for his domicile.

Young persons—very young persons—don't look upon matrimony with the misgivings of their elders. Jim's idea of a home was a comfortable house with a very nice wife in it, or at least a suit of rooms. He was to own the house and the wife and the furniture. The wife was to be there to minister to his wants and comforts.

Jennie Owens was the daughter of a widow. Jennie was twenty years old. She was a high school graduate and aimed partly to support herself and her mother, who had a little income, by stenography and typewriting. But Jim Hawks came along, talked very sweetly to her and in time induced her to marry him. Both wanted a home; both wanted to fulfill the destiny nature intended for them. This was all very well, but neither had been educated to matrimony.

Jim had his preconceived notions of what his wife should be to him, and she had her preconceived notions of what he should be to her. As soon as the honeymoon ended these preconceived notions began to clash. Jim's habit of saving money did not grow less with time to provide for. He kept control of the cash and pinched his wife for small expenditures. He had not been used to considering the requirements of any one except himself and needed practice to become used to considering those of another. He was not exactly what his wife expected to find him, and she thought that in certain respects she might make him over. She remained in their three rooms all day and when evening came needed a change of scene, to say nothing of recreation. Jim worked hard all day and when evening came desired to rest. Besides, going out required some expenditure, if only car fare. And when it was necessary to spend money he was used to spending it on himself. These things caused scraps, and the scraps gradually grew to be quarrels. Jennie usually had the right of the question, but did not know how to use it so as to impress her husband that he was in the wrong. While he was wrong in trying to dominate her, she acted uneducately.

One evening Jennie desired Jim to go with her to an evening party given by one of her friends. Jim wouldn't go. She said she would go alone and asked him to come to bring her home. He made no reply. She went, and since he did not come for her she remained at her friend's all night. She should have gone home early the next day, but instead spent the day and the night with her mother. On returning the next day she found her home deserted. Here was a break between two persons who, if they could have been prepared for their parts, might have got over this early married period, have gradually become used to each other and settled down into a happy married life. What a contrast between this antagonism and the mutual dependence of ten or twenty years later!

Jennie made an effort for a reconciliation, but since she did not accompany it by a confession that she, and she only, was in the wrong Jim paid no attention to her pleadings. Then her mother advised her to let him alone. If he ever came to realize that he was giving up that which was pleasing and ennobling for his preconceived notions of what a wife should be to him he would very likely conquer his pride and return to her. If not she could do no more than she had done and the matter must adjust itself or remain unadjusted without any further action on her part.

For awhile Jim persuaded himself that he had acted the part of a strong man in asserting himself and in refusing to live with a woman who, as he expressed it, would "take the bit in her teeth and run away with everything." But he had been very happy for awhile in his home with his wife. His mother had taken his part in his disagreements with his wife, and he went to live with her. But he had reached an age when a man craves his own roof-tree and hearthstone, and he was not satisfied. He met with an accident in his work, and though his mother cared for him tenderly, he pined for his wife. Between her and him was a deadly silence. Jennie did not try to win him back to her. He was a man of strong will and must go his own way. Besides, no reunion could last unless he became satisfied that his wife had rights as well as himself.

One day Jennie heard a click at the gate and, looking out through a window, saw her husband coming. With beating eyes and a smile she went to meet him. "Jennie," he said, "I treated you brutally. Will you forgive me?" "It was all my fault," she replied. "You'd have to stand a lot if you come back to me. I've a bad temper." "I'll try to correct my faults."

There were quarrels after that between them, but Jim made a rule that they must be made up the day they occurred. In time they came to regard differences on the same footing as other trials and the sooner mended the better.

His Lone Opportunity. With all the humorists at large in this country, a mere paragraph can never hope to be asked to go as a war correspondent, but some day they may exhaust all the other classes of writing folk and ask his opinion of Stubblefield's favorite pipe mixture.—Milwaukee Journal.

Girl's Absorbing Curiosity. Perhaps many a man has been accepted because some girl had an absorbing curiosity to find out what she could make of him.

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8:00 a. m. Lower Coast Special... 6:55 p. m.
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4:05 p. m. Baras Mail... 9:45 a. m.
(Daily)
6:30 a. m. Hero Local... 6:55 p. m.

(Daily except Sunday)
PONCHARTRAIN RAILROAD.
SUNDAY SCHEDULE.
8:00 TH—Leave Milneburg—5:30 a. m.; 7:00, 8:30, 9:35, 10:35 a. m.; 12:30 p. m.; 1:30, 3:00, 3:45, 4:00, 4:50, 5:00, 5:30, 6:00, 6:30, 7:00, 7:30, 8:00, 8:30, 9:00, 9:30, 10:30, 11:30 p. m.
NORTH—Leave Ponchartrain Junction—5:00 a. m.; 6:00, 7:55, 9:00, 10:00, 11:00 a. m.; 12:00 p. m.; 1:00, 2:00, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 6:30, 7:00, 7:30, 8:00, 8:30, 9:00, 9:30, 10:00, 11:00 p. m.

WEEK DAY SCHEDULE.
In effect Monday, May 22, 1916, at 5:30 a. m.
Leave Milneburg—6:00 a. m.; 7:00, 8:15, 10:00, 11:00, 11:30 a. m.; 1:00 p. m.; 2:20, 3:25, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.
Leave Canal Street—7:45 a. m.; 9:05 a. m.; 1:45 p. m.; 4:00 p. m.
Leave Ponchartrain Junction—5:30 a. m.; 6:30, 7:30, 9:30, 10:30, 11:30 a. m.; 12:30 p. m.; 1:30, 2:30, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 6:30, 7:00, 7:30, 8:00, 8:30, 9:00, 9:30, 10:00, 11:00 p. m.
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ELECTRIC CAR SERVICE
Between Algiers and Gretna.
Leaves Gretna, (Jackson Ave. Ferry Landing) passing through McDonoghville, to Algiers at 5:30 a. m., 7:00, 8:30, 10:00, 11:30 a. m., 1:00, 2:30, 4:00, 5:30, 7:00, 8:30, 10:00, 11:30 p. m. District Ferry, Southern Pacific Terminal and viaduct, crossing over the New Orleans Viaduct, to Southern Pacific R. R. Yards, along the rear of the U. S. Naval Station to the U. S. Immigration Station.
Returning over same route, meeting the N. O. and Western Railway cars and Jackson Ave. Ferry at Gretna.

GRETTA TO IMMIGRATION STATION.
From Gretna, 8 minutes, 28 minutes and 48 minutes after the hour.
Newton and Teche, 3 minutes, 23 minutes and 43 minutes after the hour.
Canal Street Ferry, 10 minutes, 30 minutes and 50 minutes after the hour.
Car Barn Pacific Ave., 15 minutes, 35 minutes and 55 minutes after the hour.
Elmira and Newton, on the hour and 20 minutes and 40 minutes after the hour.
First car leaves Gretna 5:28 a. m.
Last car leaves Gretna for Immigration Station 12:08 a. m.

Last car leaves Gretna for Car Barn via Newton and Teche Sts. 12:30 a. m.
IMMIGRATION STATION TO GRETTA.
From Immigration Station, 10 minutes, 30 minutes and 50 minutes after the hour.
Elmira and Newton, on the hour, and 20 and 40 minutes after the hour.
Car Barn Pacific Avenue, 3 minutes, 23 minutes and 43 minutes after the hour.
Canal St. Ferry, 10 minutes, 30 minutes and 50 minutes after the hour.
Newton and Teche Sts., 13 minutes, 33 minutes and 53 minutes after the hour.
First car leaves Immigration Station 5:30 a. m.
Last car leaves Immigration Station 11:50 p. m.

Last car leaves for Car Barn via Newton and Teche Sts. 12:30 a. m.
PACIFIC AVE. BELT CAR.
From Canal Street Ferry, on the hour, 20 minutes and 40 minutes after the hour.
Newton and Teche Sts., 3 minutes, 23 minutes and 43 minutes after the hour.
Elmira and Newton Sts., 5 minutes, 25 minutes and 45 minutes after the hour.
From Car Barn, 9 minutes, 29 minutes and 49 minutes after the hour.
ELECTRIC CAR SERVICE BETWEEN SCHEDULE:
LEAVE GRETTA—5:30, 6:30, 7:10, 7:50, 8:30, 9:10, 9:50, 10:30, 11:10, 11:50 a. m.; 12:30, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:10, 7:50, 8:30, 9:10, 9:50, 10:30, 11:10, 11:50 p. m.
Pass Harvey's Canal 7 minutes after leaving Gretna.
Reach Ameyville 15 minutes after leaving Gretna.
LEAVE AMEYVILLE—6:05, 6:45, 7:25, 8:05, 8:45, 9:25, 10:05, 10:45, 11:25 a. m.; 12:05, 12:45, 1:25, 2:05, 2:45, 3:25, 4:05, 4:45, 5:25, 6:05, 6:45, 7:25, 8:05, 8:45, 9:25, 10:05, 10:45, 11:25 p. m.; 12:05 p. m.

Pass Harvey's Canal 7 minutes after leaving Ameyville.
Reach Gretna 15 minutes after leaving Ameyville.
Last car leaves Gretna for Ameyville 11:50 p. m.
Last car leaves Ameyville for Gretna 12:05 a. m.

SOUTHERN PACIFIC.
Depart. Arrive.
5:55 a. m. TEXAS LOCAL for Houston and all stations intermediate... 5:25 p. m.
11:00 a. m. SUNSET LIMITED for San Antonio, New Mexico, El Paso, Arizona and California... 8:50 p. m.
11:45 a. m. SUNSET MAIL for Houston, Galveston, Austin, Waco, Fort Worth, Dallas, San Antonio, Del Rio and intermediate points... 7:50 a. m.
3:05 p. m. LAFAYETTE LOCAL for Lafayette and all stations intermediate... 11:40 a. m.
8:00 p. m. TEXAS LIMITED for Houston, Galveston, Austin, Fort Worth, Dallas and other North Texas points... 6:50 a. m.
11:30 p. m. SUNSET EXPRESS for Houston, Galveston, Waco, Fort Worth, Dallas, San Antonio, El Paso, California and intermediate pts. 6:55 p. m.

To Make a Successful Man. Some seem to feel that anything which will put dollars into the pocket is proof of success, but it is not. It may prove the power to get money, but, as another has said, "It takes something more than a mortar-board cap, a 'varsity suit, a frat pin, a bulldog pipe, and 'rah-rah-rah' to make a successful man."

Not So Slow for Philadelphia. "Willie," cried Willie's mother, "come right in the house this very minute and go to work on your arithmetic." "No, ma," returned Willie, "I want to grow up a law-abiding citizen and the Pennsylvania legislature has just passed a law forbidding child labor."—Life.

Smart Dog. Smith—Is that dog of yours smart? Brown (proudly)—Smart? Well, I should say so! I was going out with him yesterday, and I stopped and said, "Towser, we have forgotten something." And both of them didn't sit down and scratch his head to see if he couldn't think what it was.—Buffalo News.

Trusting To Memory

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