

BEAUTIFUL HOME INSIDE AND OUT

Design for Attractive Exterior and Comfortable Interior.

CAN BE BUILT AT LOW COST

Architect's Plans So Drawn That the Average Family Will Find the Building Laid Out to the Best Advantage.

By WILLIAM A. RADFORD.

Mr. William A. Radford will answer questions and give advice FREE OF COST on all subjects pertaining to the subject of building, for the readers of this paper. On account of his wide experience as Editor, Author and Manufacturer, he is, without doubt, the highest authority on all these subjects. Address all inquiries to William A. Radford, No. 1827 Prairie avenue, Chicago, Ill., and only inclose two-cent stamp for reply.

Every person who builds a home strives for two things—exterior beauty and interior comfort, for there is a satisfaction in the former that cannot be measured in dollars, while the latter makes the investment worth while.

Building designs that contain these two features are not difficult to find nowadays, as architects are constantly designing homes that are good to look at and utilize the space the walls inclose to the best advantage. Careful planning, so that there is no waste space in the interior, is what cuts building costs, as every foot saved either in the width or depth of the house reduces materially the total investment.

Whereas several years ago there were few homes built that contained less than seven rooms, with a great majority having more than that number, now the trend is to have fewer rooms, but arranged so that they provide comfortable living quarters for a good-sized family. The old-fashioned parlor and sitting room have been consolidated into one living room; entrance halls have been reduced in size, or eliminated entirely, while small "cubby-hole" rooms are a thing of the past. In other words the frills have been cut out and the space in the home devoted to rooms that are used constantly. This means economy in building costs.

Herewith is shown an exterior view of a house that any prospective home builder may be proud to own. Inside it is compact and comfortable, and provides the rooms necessary for a family of four or five persons.

While the exterior of this house is covered with stucco, the walls may

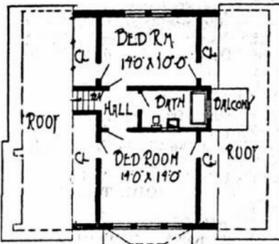
every housekeeper likes and finds most convenient.

The stairs lead to a small central hall on the second floor, at one end of which is the bathroom. On either side, at the front and rear of the house, are bedrooms, the front room being large, 14 by 14 feet, and the rear room slightly smaller, 14 by 10 feet. Under the eaves, adjoining each bedroom, are long closets, providing a great amount of space for clothing.

The concrete foundation under this house provides smooth walls for a full basement, wherein there is plenty of space for heating plant, fuel storage and food storage rooms, and the laundry, as well as space for the garden and lawn tools.

Considered from the two points first mentioned—exterior beauty and interior comfort—this is an especially attractive home-building design. Prospective home builders will find that, when erected, this house will be distinctive and will provide the members of the average sized family with a convenient and comfortable home.

During the last several months building costs have been coming down, and now have reached what those in



Second Floor Plan.

the business sly is the bottom for several years to come. What such a home as this will cost may be easily determined by consulting the local lumber and building material dealer, the contractor or an architect. These men are in close touch with prices and can give pretty accurate estimates of the cost of any structure.

GAME PLENTY IN WASHINGTON

Wild Pigeons Are Numerous and Hunters Look Forward to the Deer Season.

Wild pigeons are reported in great numbers in the oak openings along the Columbia river, Washington, where the birds are feeding on last year's crop of acorns, which are still lying on the ground. Some of the pigeons are attaining immense growth from the nut diet, and a few killed for the pot averaged favorably with grouse.

Wild and domestic hogs made little inroads on the acorns during the winter and spring, and the crop of this summer promises to be an abundant

GOOD ROADS

BUILDING FEDERAL HIGHWAYS

Mileage Nearly Sufficient to Encircle the Globe When Construction is Finished.

(Prepared by the United States Department of Agriculture.)

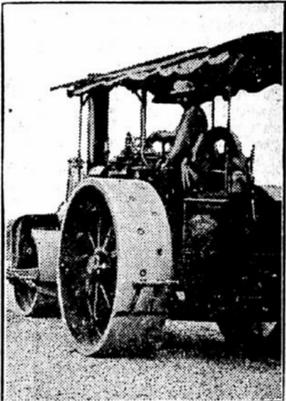
Of the 22,030 miles of federal-aid roads which have been built or are now under construction, more than two-thirds are earth roads, sand-clay, or gravel, says the chief of bureau of public roads, United States Department of Agriculture. These have cost less than one-third of the total amount expended as compared with nearly 50 per cent of the estimated cost applied to 4,890 miles of hard-surfaced roads. A study of local conditions by an engineer of the bureau is necessary before a road project may receive federal aid.

The type of road to be used and the most suitable surface with respect to the traffic of the locality must be determined. Service must be satisfactory, while costs must be kept low, both for building and maintenance. There must be a careful analysis both of the engineering and economic conditions for each particular project. There are individual considerations in every case which affect the determination as to the best type of road materials for that locality.

The mileage of federal-aid roads which have been built or are now under construction is nearly sufficient to encircle the globe. This is the record of work accomplished since July, 1916, when the Federal government first stepped in to aid in the enormous task of building highways that are now called upon to carry more than 9,000,000 motor vehicles plus a very substantial horse-drawn traffic in the forty-eight states.

The federal-aid law is well named. The Department of Agriculture has given the broadest possible construction to the law for the purpose of providing the greatest mileage of highways suited to the traffic to be carried over them at the minimum expense. An analysis by the bureau of public roads of the projects under contract shows that all types of roads, from the graded earth road up to the finest paved surfaces, have been built.

On March 1 of this year, 22,030 miles of highway, extending into every state, had been completed or were in process of construction, says the bureau, at a total estimated cost of \$361,946,868. The percentage of this total



Federal Road Being Constructed Near Westfield, Mass.

estimated cost which will be incurred for each type, and the mileage of each type, based upon the records of plans approved, are as follows:

Per Cent and Mileage of Each Type of Road.

Type	Per cent of total estimated cost	Mileage
Type 1, including earth, sand-clay and gravel...	32.2	15,300
Type 2, including water-bound and bituminous macadam...	9.0	1,530
Type 3, including brick, bituminous concrete, Portland cement concrete...	45.8	4,890
Miscellaneous	1.0	210
Bridges	6.0	...
Total	100.0	22,030

The states initiate the road projects, but before federal aid is granted an engineer of the bureau makes an inspection of the roads to be improved, studies the local conditions, consults with the state highway department, and no projects are approved which are not considered suited to the conditions to be met. Many popular fallacies exist as to road improvement, and there have been many misconceptions as to the types of roads on which federal-aid funds may be used. Properly built earth roads, say specialists of the department, are the fundamental requirement in all highway improvement.

USE CONVICTS ON HIGHWAYS

Gangs From Sing Sing and Other Prisons in New York Employed in Building Roads.

Three hundred convicts, made up into nine-hour gangs, from Sing Sing and other prisons, are working on the construction of highways in New York state. The prisoners have given their word of honor not to try to slip away from their guards. The inmates receive one and a half cents a day wages.

Stories of Great Scouts

By Elmo Scott Watson

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MAJOR SAM McCULLOUGH'S LEAP FOR LIFE

Fort Henry was a little stockade built for the protection of the settlers of West Virginia during the British and Indians during the War of the Revolution. It stood on the Ohio river near the present site of Wheeling. In the summer of 1777 when it was besieged by a strong force of savages, Maj. Sam McCullough, a noted border leader, left Fort Pitt at the head of 40 men to raise the siege.

Coming in sight of the fort, McCullough's men made a dash for the gates and passed through them in safety, although the Indians made a desperate effort to cut them off. Major McCullough held back to cover the retreat of his men until they were safely within its walls and delayed so long that the redskins succeeded in getting between him and the fort.

Setting spurs to his horse, the ranger leader dashed for a hill back of the fort. At its top he met another band of Indians and at the same time a third group approached him from another direction. The Indians were now on three sides of him. On the other was a high precipice projecting over Wheeling creek, 300 feet below. The ranger was cornered.

The Indians raised a yell of triumph as they closed in on him. But when they saw McCullough turn his horse toward the cliff, they stopped in amazement.

Urging his horse to a dead run, the scout dashed toward the precipice. At the brink of the chasm he drove home the spurs and as his mount flew into the air braced himself in the saddle. The first leap was a clear drop of 50 feet, but both horse and rider were uninjured as they landed on the steep bank. Then slipping and sliding for 250 feet more, they came to the creek bottom.

As the Indians rushed to the edge of the precipice expecting to see the crushed forms of horse and man far below, they were astonished at the sight of the major, still upright in the saddle, plunging into the creek and riding up the other side to safety. Within a few hours he was back at Fort Pitt, organizing a larger expedition to march to Fort Henry.

Five years later as Major McCullough and his brother were riding along a road near Van Metre's fort, unsuspecting danger, they rode directly into an Indian ambush. This time McCullough's horsemanship could do him no good. A dozen Indian rifle shots rang out and Sam McCullough fell dead.



MIGHT MEAN EITHER.

What business are you in? The film business. Do you manufacture ladies' garments or moving pictures?

WONDERS OF AMERICA

By T. T. MAXEY

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UNCLE SAM'S FUMIGATING VATS

SO RAPIDLY does the world move now-a-days, so numerous and varied are the wonders which are wrought by the ingenuity of our experts in various lines and so quietly is the work carried on, it frequently happens that the general public knows but little of the marvels that are among us.

For instance, down on the Texas border—at Laredo, to be exact—the United States Department of Agriculture operates a fumigating plant or vat which is sufficiently large to accommodate a train of fifteen freight cars at one time.

Freight cars arriving in the States from Old Mexico are infected with live, pink bollworm—a pest which feeds and devours the unripened pods of the cotton plant. If permitted to enter and scatter in this country, it would, provided it gained much headway, create losses running into the millions of dollars annually.

To prevent this loss and preserve the crop, therefore, such cars are unceremoniously shunted into these vats and the unwelcome bollworms aboard accorded a knock-out reception.

This plant resembles a long, brick shed. After the cars are received, the doors are closed and the plant is flooded with a gas, generated on the spot, the fumes of which are sure death to bollworms. At the end of an hour or more, the gas is drawn off, the cars removed and sent on their way and the plant is ready for the next incoming train.

Other similar, but smaller, plants are located at various coast points.

An Appreciated Auditor.

"Your small boy asks you a great many puzzling questions."

"He does," rejoined Senator Sorghum. "But it's a relief to go home and listen to him. He always believes I am giving him the correct answers, which is more than I can say for my constituents."

Don't Be Discouraged!

It isn't necessary to buy a new pair of shoes. Your old ones can be rebuilt and give you much service still. Comfortable old shoes are like your old friends. You want to keep them as long as possible. Come in and let us show you how we make "New Shoes from Old Ones."

SWANSON'S SHOE SHOP
The Goodyear Shoe Repairer
American Exchange Bank Building
Valley City, N. D.

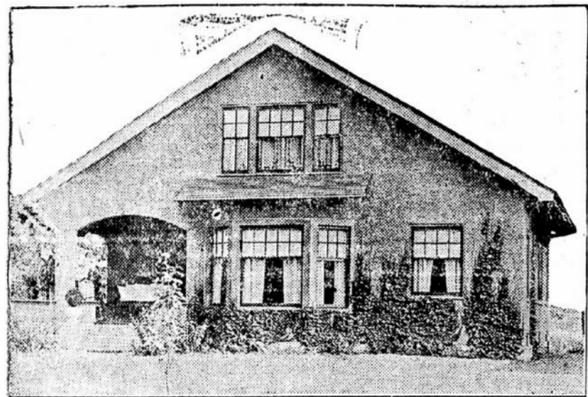


The CIRCLER

NO. 1500
STANDARD QUALITY
PRICE \$1.50

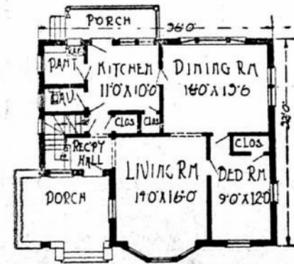
The Circler's Self-Adjusting, and has neither hooks nor eyes. It simply slips over the head, clasps at the waist and smooths out ugly lines.

If your dealer can't get it send actual bust measure, name, address & \$1.50. We'll send the Circler prepaid. Sizes 34 to 43. Nemo Hygienic-Fashion Institute 120 E. 16 St. New York, Dep't M.



be either frame, brick or hollow tile. As will be seen by the floor plans, the walls of this house are straight, making for lower construction cost, but the porch set into one corner, the slight bay in the living room, and the long slope of the roof, all tend to give it a handsome appearance.

Inside, there are four rooms on the first floor and two bedrooms and a



First Floor Plan.

bathroom on the second. How these rooms are arranged and the size of each one is shown on the plans. The building itself is 36 feet wide and 32-foot deep. The entrance door from the porch leads into a small reception hall, out of which run the stairs to the second floor. To the right, connected with the reception hall by a double cased opening, is a living room, 14 feet wide and 16 feet deep. At the front on the corner is a bedroom, 9 by 12 feet.

Back of the living room and connected with it by a second cased opening is the dining room, which is larger than usually is found in a home of this size. This room, on the corner, and well lighted and airy, is 16 by 13 feet 6 inches. Adjoining it is the kitchen, 11 by 10 feet, while off the kitchen are convenient nooks, such as pantry, lavatory and closets, that

one. Deer are reported to be living on the nuts and some fat kills are promised hunters this fall. An attempt is being made by one man to utilize the acorns near his farm by feeding them to turkeys. He has several hundred young ones which, when large enough, will be turned into the oaks to fatten. Pigeons arrive in large flocks every morning from islands in the Columbia river, where they nest.

Comforting.

A Hoosier minister's wife was getting ready to go to the hospital for an operation. Her husband and children had been solicitous of her all day, everything around the house had been very quiet until late that evening, when she heard the seven-year-old twins quarreling. She asked her husband to see what it was about, and he summoned them into the room to give them a lecture on worrying their mother.

"It was all your fault, daddy," Flora retorted.

Floyd nodded his head and the minister asked what he had done. Imagine the feeling when Floyd replied: "Mr. Long said he didn't see where you would get another wife if mother died, and said you would want Miss E., and Flora said you would want her Sunday school teacher because you called her your helping hand all the time."—Indianapolis News.

Not in His Line.

"Do you understand the theory of relativity?"

"I haven't tried," replied Senator Sorghum. "I don't see a chance of its coming up for discussion in any political campaign."

Japan's Large Cities.

As shown by the recent census Japan has 14 cities of more than 100,000 inhabitants. The largest is Tokyo, the capital, with a population of 1,173,162.



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Packed with cool, delightful, fragrant Prince Albert, a pipe's the greatest treat, the happiest and most appetizing smokeslant you ever had handed out!

You can chum it with a pipe—and you will—once you know that Prince Albert is free from bite and parch! (Cut out by our exclusive patented process!) Why—every puff of P. A. makes you want two more; every puff hits the bullseye harder and truer than the last! You can't resist such delight!

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