

This Architect Realized His Dream of Home



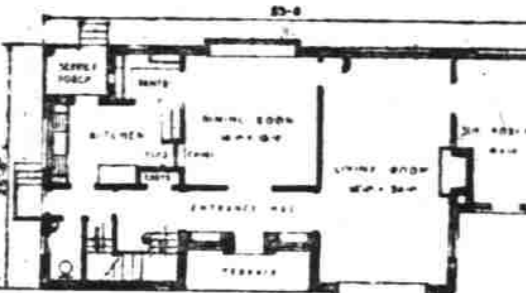
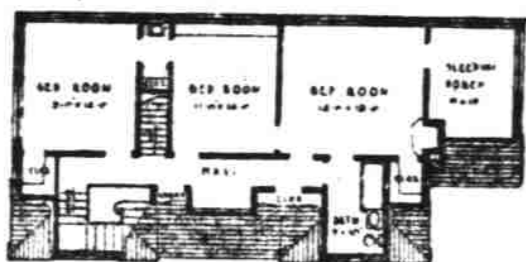
THE LIECESTER—DESIGN T104

DESIGNING one's own home is a favorite resort of many an amateur architect and usually the result is far from satisfying. In this particular instance, however, the designer was an architect of experience and ability, and the home was for himself, so he put into it along with his best effort a considerable amount of his personal whim and the result is a plan a trifle out of the ordinary and altogether worthwhile. It may not suit everyone, but it wasn't intended to do so. It was the architect's own home.

Of the English style, it sets well and naturally into its wooded surroundings as all good type English homes should do. It has the inevitable low-eaved effect a little more pronounced than some, but the sharply defined gables and roof lines add attractiveness and the overhung and shadowed entrance hints at secluded privacy. The central dormer window and the chimney are true to type and effectively round out the ensemble.

Too many English type homes fail to carry out the picture in the landscaping, but here there is pleasing truth to type. The low growing shrubbery fits like a glove. The lower floor arrangement is odd in a way but it grows upon you as you study it. The living room is ideal, with its big open grate and entrance into the sun porch. The dining room is expansive and well lighted, and the kitchen, with its pantry and service porch, a real delight. The hall is unusual.

On the second floor the three large sleeping rooms are almost uniform in size, and are all well lighted. The sleeping room combination at the right is excellent. Here too is an unusual hallway leading to the bath. An unusual feature in connection with the sleeping rooms is the limited closet room, ordinarily so plentiful in the English home. But this is a type that is certain to exert a strong appeal upon those prospective home builders who incline to the English ideals.



FOREST PROTECTION EXPLAINED BY CHIEF

Greeley Outlines Conceptions of Some Problems for Lumber Industry

LONGVIEW, Wash., March 31.—Forest conservation rests upon stable and prosperous timber-using industries, and the profitable manufacture and merchandising of timber are essential parts of conservation, according to Col. W. B. Greeley, Chief Forester of the United States, who is resigning his position to become secretary-manager of the West Coast Lumbermen's association, with which the West Coast Lumber Bureau has been consolidated.

In a letter to J. D. Tennant, Col. Greeley has outlined his conception of some of the problems of the northwest lumber industry as he sees them from his present position and indicated some of the work he believes should be done to effect a utilization of the forest resources of this region in a manner that will best serve the interests of lumber men, lumber users and the public as a whole.

Col. Greeley stated that he has been glad to accept the opportunity offered by the West Coast Lumbermen's association to work with the lumber industry of the Pacific northwest, although he believed that he has a great deal to learn about the manufacture and marketing of lumber.

"One of the important undertakings of the forest service during my connection with it was a study of the conditions in the lumber industry made in 1914," Col. Greeley's letter stated. "That gave me some insight into the problems of the Douglas fir region. It brought out clearly the practical difficulties and attendant upon carrying large volumes of timber in private ownership over long periods before the products would be needed by the markets of the country, as well as the instability occasioned by the country from enforced cutting in advance of real economic requirements. The utilization of this timber when cut, in order to take full advantage of its qualities and possibilities as raw material for many articles of commerce, was also shown to involve many practical difficulties. As the marketing of West Coast lumber extended on a more and more country-wide basis, the practical questions of manufacture and merchandising by a large number of mills so as to adapt their products to the needs of new markets, give them recognized standing for quality and assure the confidence of the consuming public were seen to be of the utmost importance."

"From the special interest aroused in the timber resources and industries of the Pacific northwest in the course of this

study and many other contacts which my work with the federal government has brought me in this region, I have had a strong desire to be of real service to its lumber industry and allied interests. The Pacific northwest contains a large part of the timber remaining in the United States Forest resources and forest industries are the foundation of its prosperity. Many practical phases of forest conservation are of particular importance to this region and to the whole country as well. Hence I welcome the chance to have part in them."

"Forest conservation rests upon stable and prosperous timber-using industries. The profitable manufacture and merchandising of timber are essential parts of it. It requires building up and holding permanent markets and effective use of the raw material standing in the woods. Commercial timber growing is not possible without well established industries and sustained markets for their products. These are all different parts of one whole—different phases of forest conservation as I view it. Reforestation will be brought into the industrial picture of the northwest to the extent that the lumber and other wood-using industries can attain stability and prosperity. It is like the last stone in an arch."

"Hence in our public forestry undertakings, a great deal of emphasis has been given to the better utilization of timber through such work as that of the Forest Products Laboratory and the National Committee on Wood Utilization. The admirable project undertaken under the leadership of the Department of Commerce to standardize lumber grades and specifications is an important step in forest conservation. So is the present effort to extend the grade marking of lumber, to make it a standardized and guaranteed product sold in the markets of the country on uniformity of quality and service. All of these things contribute to our national use of forest products, hence to the welfare of our forest industries and to the conservation and renewal of our forest resources."

"As I see it, our associated work in the Pacific Northwest must for the present deal primarily with the most effective marketing of the products of that region. West Coast lumber has assumed a commanding position in supplying the lumber needs of the United States. It has become a main dependence of the entire country for softwood lumbars. A first essential to the prosperity of the West Coast industry is to utilize this leading economic position wisely and effectively by assuring a high and uniform standard for its products and thus entrenching them securely in consuming markets. Cutting the timber of the Northwest with orderly restraint so as not to deplete this great resource in advance of real economic needs for it is another exceedingly important factor. To the extent that problems of this nature can be worked out effectively, we will be building for the permanency of the timber resources of the Northwest for the stability of the industries which use them, and for the prosperity of the whole region."

Progress along these lines will inevitably lead to industrial reforestation. "I appreciate tremendously the invitation from the West Coast Lumbermen to come out to your region and assist you in working these problems out. I feel that in doing so I am simply extending in the industrial field the same work for forest conservation with which I have been identified in the public service. Public interest in all of these phases of forest conservation is mutual and identical with that of the timberland owner and manufacturer. And I am glad of the opportunity to show my faith in this common interest by taking hold with you on the important business and industrial questions which concern the lumber industry of the Pacific Northwest."

SNOW COVERS PASS

PATH CLEARED BY ROTARY PLOW FILLS AGAIN

BEND, Mar. 31.—(AP)—The path cleared by the state highway department rotary plow through packed snow on the McKenzie Pass highway from Windy Point to a place six-tenths of a mile east of the big cut at the east approach to the summit lava beds this evening was virtually filled with drifted snow, the result of the blizzard which for the past three days has been raging in the high Three Sisters country.

Highway department employees operating the rotary plow attempted to take the snow clearing equipment to the pass country yesterday, but the plow broke down at Windy Point and Thursday was receiving repairs. It is not expected that the rotary will have any great difficulty in breaking through the drifted snow between Windy Point and the big cut when repairs are completed.

COST ONE OF FIRST BUILDING THOUGHTS

Masonry Work In Northwest Costs No More Than In Other Places

Cost is usually the first consideration of the architect and builder when planning apartments, commercial stores and garages or other buildings in the nature of investments and labor is one of the principal factors in determining the cost of any building. That much of the criticism of the efficiency of skilled labor is unfounded is well known by those who are familiar with the conditions in the building industry. The white collar man on the street depending on hearsay has been especially virulent in his feeling towards the bricklayer's trade. Statistics compiled all over the United States by the Department of Commerce show the average bricklayer's production to be 1350 brick per man per day. This compares more than favorably with the production any time during the past decade especially when the change in the nature of brick construction is considered. The average skilled mechanic only works 55% of the year and his daily wage must be spread over the entire year.

It is the purpose of the Mason's union to provide skilled and efficient mechanics and to see that no man slacks on the job and brings criticism upon his fellow workers. Each man is on a purely competitive basis.

The cost of masonry work in the northwest is no greater than any other type of permanent construction and compares favorably with other parts of the country. Last year over 40,000,000 brick, 4,000,000 tile and 400,000 square feet of partition tile were produced locally and placed in local buildings. A greater portion of this material than ever before in recent years has gone into solid wall construction. These facts indicate an appreciation on the part of the designer and investor of the service rendered by manufacturers in producing a high grade product and of the efficiency of local mechanics in placing it in the wall.

HIGHWAY DEATHS SHOW GAIN IN 1927

Report Shows 26,618 Killed In Accidents; Increase of 1,316

WASHINGTON, D. C.—Highway accidents took a toll of 26,618 lives during 1927, the American Road Builders' association stated recently. The estimates made public include serious injury to 798,700 persons and an economic loss for the year totalling \$672,097,000. The economic loss does not include minor damage to motor vehicles or accident insurance premiums.

The highway accident figures are based on an increase of 5.2 per cent over 1926. The American Road Builders' association reported 25,302 persons killed in that year, in addition to 759,500 seriously injured. The increase of 5.2 per cent was shown in a progress report assembled by the Bureau of Census.

Grade crossing fatalities show a decrease for the first eleven months of 1927, the number of persons killed totalling 2,120 as compared with 2,244 for the same months of 1926. Grade crossing fatalities in 1926 had increased from 2,206 in 1925. The continued increase in the number of highway accidents has caused the American Road Builders' association to renew its efforts toward bringing organizations interested in the problem into closer co-ordination.

"The unfortunate increase in highway accidents makes imperative an immediate adoption of uniform traffic codes, and an expansion of the nation's road building programs," officials of the association declared.

New World Invades Old



The motor car makes available to travelers many such quaint old-world spots as this one, on which the Buick party chanced while touring ancient Berkshire. This village cross and sundial did survive before the invention of clocks. Presumably the hour was a matter of guesswork on sunless days, though the tale is told of a villager who visited the dial at night to tell the time,—by means of a lantern.

PUPILS, TEACHERS TO RECEIVE PRIZES

School Officials Will Cooperate with Highway Education Board

WASHINGTON, D. C., March 31.—(Special)—Offering \$6,500 in prizes for the best essays and lessons on street and highway safety, the Highway Education board is announcing to the schools the annual safety contest open to elementary school pupils and elementary school teachers of the nation. The competition is conducted each year with the active cooperation of the school authorities.

Based on past experience, officials of the Board say they expect to receive essays, not only from each state in the Union and virtually every city of size, but from the territories and outlying possessions as well, such as Alaska, the Philippines, Hawaii, Porto Rico and the Canal Zone.

The \$6,500 in prizes is given by the National Automobile Chamber of Commerce, and this year includes 442 state prizes for elementary school pupils, three national prizes for teachers, the latter totalling \$1,000 in cash. In addition, the pupil and the teacher whose essay and lesson respectively are chosen as the best in the nation are given a trip to Washington with all expenses paid, no matter from what section of the country they may come.

This year, according to the rules, pupils are to write essays of 500 words in length on the subject "Why We Have and Practice Traffic Rules." Teachers are given the subject "Objectives and Methods of Education in Street and Highway Safety," on which they are asked to prepare practical lessons for use, not alone in their own class rooms, but by other teachers in the class rooms of the nation as well. Pupils of the fifth, sixth, seventh and eighth

pupils write essays each year, it is said, while approximately from 60,000 to 80,000 teachers write and teach safety lessons to their pupils.

The amount of \$6,500 in prizes is divided into three groups, of which more than half goes to pupils as state prizes. Altogether, 442 cash prizes and the same number of gold, silver and bronze medals are offered pupils who find their names on this safety roll of the nation.

Each state and territory is entitled to one first prize and one second prize. The first prize is a gold medal and a check for fifteen dollars; the second award is a silver medal and a check for ten dollars. The number of third prizes, bronze medals and checks for five dollars, varies in proportion to the elementary school enrollment. New York, with its dense population being entitled to twenty-five, Indiana, to eleven, Florida to four and Nevada to one, to cite examples. These prizes are distributed through the State Departments of Education.

Finally, the essays which are chosen as best from the states are entered in competition with each other. The best of these papers earns for the writer a gold watch and a trip to Washington with all expenses paid, while the second and third national awards are handsome gold watches of suitable value and design.

Teachers are not given state prizes, but the three lessons chosen as best of all those written

throughout the nation earn for their writers checks in the amount of \$500, \$300 and \$200 respectively, and the teacher whose lesson is ranked first also is invited to come to Washington as the Board's guest.

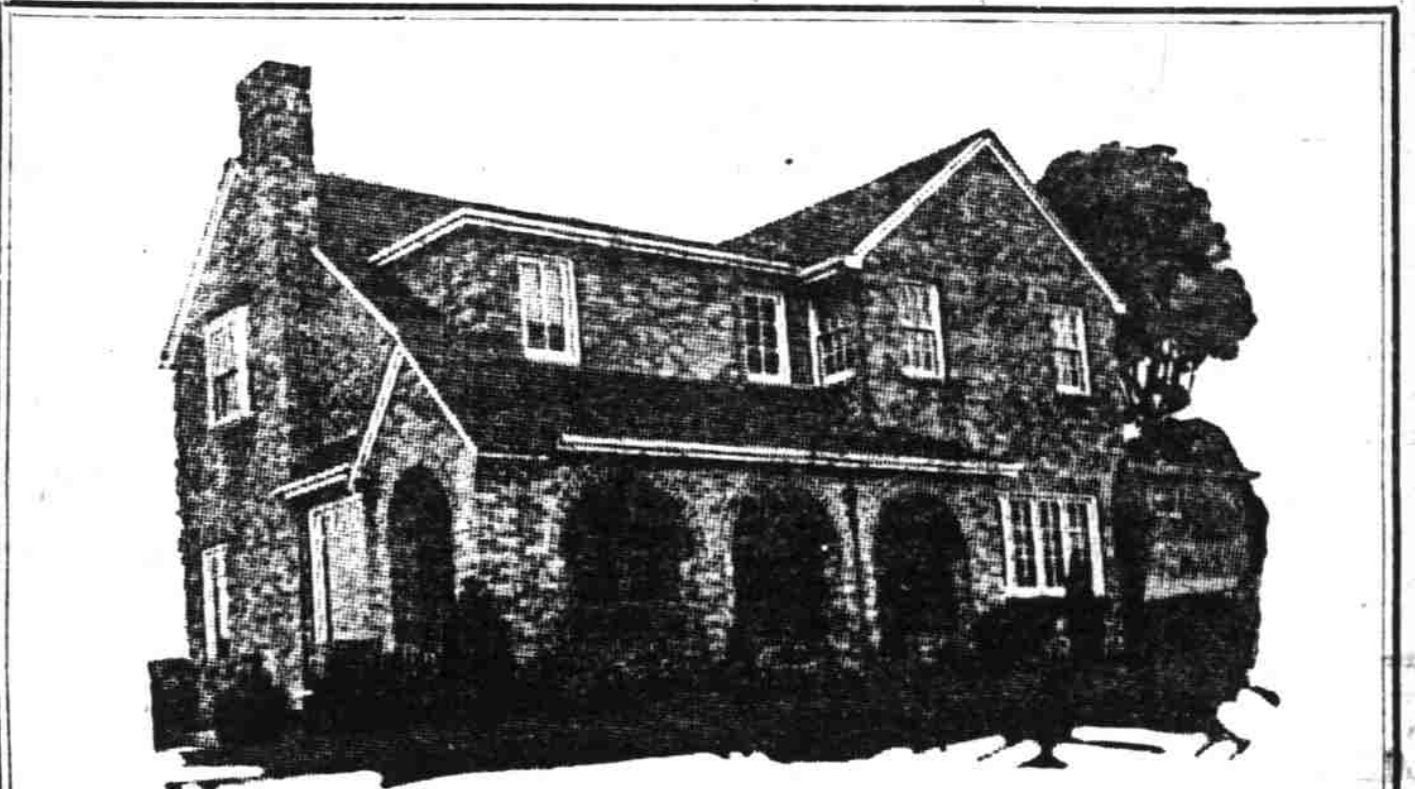
The third division of the prize money is set aside for the travel expenses and entertainment of the pupil and teacher whose essay and lesson earn national honors.

Don't be a clutch driver. Put your brake on first then if you have to stop throw out your clutch.

Commissioners Court

(Continued from page 6.)

Alison, Allona, assistance	17.50
Coppock, Lula do.	15.00
Forster, Genevieve do.	40.00
Howe, Christine do.	15.00
Kline, Mrs. Maud do.	32.50
Klewer, Minnie Myrtle do.	17.50
Ross, Mable Lily do.	32.50
Sawyer, Rose Mary do.	25.00
Slavens, Blanche E. do.	10.00
Gopher & Mole Bounty Acct.	
Boyer, U. G., county clerk	cash to be ady. as bounty 100.00
Scalp Bounty Account	
Peters, H. H. bounty	2.50
Feeble-Minded Account	
W. Carlton Smith, examination	5.00
Byrd, R. D. do.	5.00
Insane Account	
Kleinsorge, Re. E. examination	5.00
Smith, W. Carlton do.	10.00
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