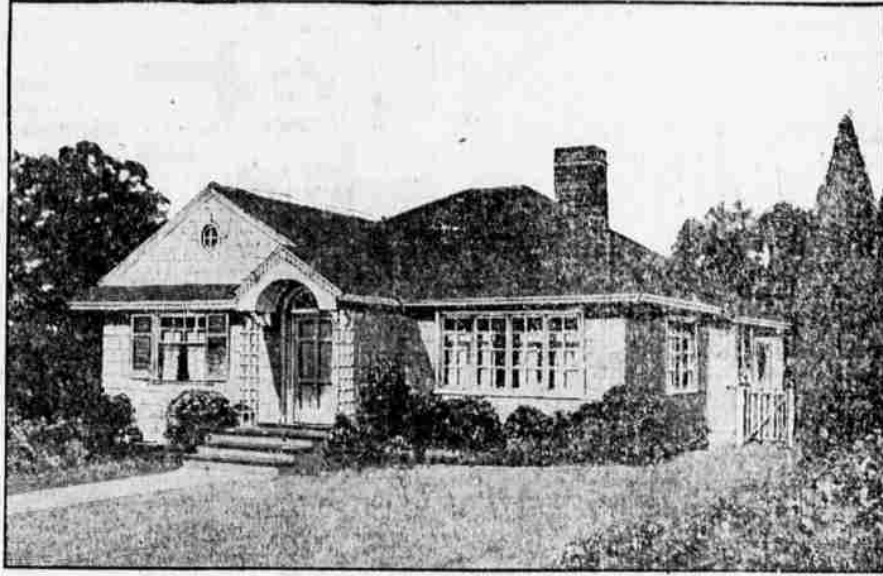


# Help For the Man Who Wants to Build

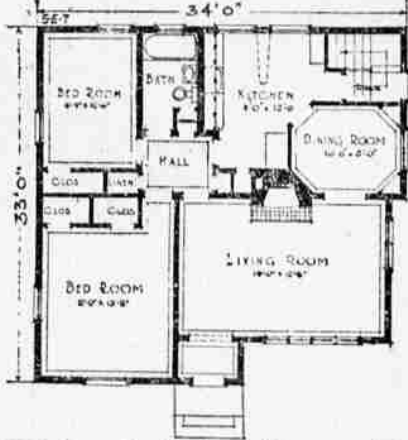
## A Compact Bungalow of Character



Design No. 5-E-7



An Alcove Dining Room of Octagonal Plan Is Modern Idea



fine windows and a fireplace built in a way that is bound to create the least expense for building.

The kitchen is a complete affair with 10 feet of cupboard, shelf and closet space, a folding ironing board and convenient access to the outside and basement through an entrance.

Bedrooms are unusually commodious. The front one has two closets, the other has one of good size. There are also three closets for linen and storage opening into the hallway. The bathroom is well arranged and conveniently placed.

The little sketch shows how the architectural character of the dining room is obtained through built-in china cupboards.

Construction: Wood frame, exterior finish shingles. Roof of shingles.

Designed for west or north facing. Lot size: Approximately 45 feet.

Complete working plans may be obtained for this and other designs shown in this series. For further information see editor's note.

THE vanishing dining room does not leave the modern small house without suitable space for dining. It is not enough to have a table in the kitchen where people can sit and, for many, a double purpose living room, adjusted to accommodate a dining table, is not satisfactory. Yet the inclusion of a full-sized dining room is expensive, involves maintenance.

In this plan, 5-E-7, the dining room is so convenient to the kitchen that it has practically the accommodations of a dining alcove, yet it has something infinitely more. It has architectural beauty. This octagonal room gives the plan a character such as is possessed by few small houses.

This house is marked also by a living room of generous space with long unbroken wall areas, very

**EDITOR'S NOTE:** Working drawings and specifications for the house shown above may be secured at moderate cost through the Home Building Editor of this paper. This service is rendered to our readers through co-operation with the Architects' Small House Service Bureau. The Bureau is controlled by the American Institute of Architects and has the endorsement of the United States Department of Commerce. Questions from our readers regarding home building will be answered at no charge by the technical department of the Architects' Small House Service Bureau. Address: The Home Building Editor, enclosing a stamped, addressed envelope.

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### Al Chutes, Ash Drops, Fireplace Dampers Important

By the Architects' Small House Service Bureau of the United States, Inc.

One of the chapters included in specifications has a heading that does not mean much, but the contents are important. The heading is "Miscellaneous Iron." The substance of it is about coal chutes, fireplace dampers, ash drops, wrought-iron work, also angles, beams, columns and other steel shapes to support loads.

Now a home builder brooding over his dream house is not likely to forget the fireplace, nor the mechanical equipment, but the coal chute, the fireplace damper, and the ash drop may mean him entirely. If he has an architect they will not be missed because the architect knows how essential this modest equipment is to the efficient operation of the house.

#### Sound Steel or Battered Wood

Take the coal chute. As everybody knows, this is a steel affair anchored in the masonry wall with a tight fitting door on the outside that can be opened only from within. It is true that coal can be delivered through an ordinary wooden basement window. It is also certain that the wooden window is sure to be battered, loosened, and in time so badly broken that it will need to be replaced. Blackened and splintered, it certainly adds nothing to the appearance of the house. To keep it in repair and looking well involves cost of upkeep that will soon meet the expense of an adequate steel coal chute. There are a good many types of these. Some have wired glass windows for use in fireplaces where there is no lighting; some are of the simplest design; all are well made.

#### Then the fireplace throat and damper and the ash drop. The man who forgets these, forgets much.

The throat, for example, takes the gases work out of fireplace design from the point of view of draft. Of course, there are other things of equal importance—the size and shape of the fireplace and the construction of the flue.

#### Keep Smoke In Flue

When we have a throat made of steel that can be opened and closed by degrees, we get a type of adjustment that overcomes a good many of the factors in fireplace and flue design that otherwise are hard to control. The fireplace throat of metal is an essential part of the scheme to keep the fireplace from smoking into the room. It can be shut when there is no fire on the hearth, thus saving heat. The ash drop is the quick way to get rid of ashes. It can be struck open with a poker, the ashes swept over it and that they drop into the pit below, if closed, and that all there is to it. Once every two or three years the accumulated ashes are removed from the pit in the basement.

Here is another bit of "miscellaneous iron"—the ash door. And besides it a clean door to remove soot at the base of the furnace flue. Both of these doors must be tight fitting, well designed, securely attached to the masonry. You do not get them if you do not specify them. The cost is inconsiderable.

Of which goes to show how important specifications are, how much satisfaction can be written into a few casual paragraphs. The alert home builder can make sure if his specifications are written by an expert—Copyright 1929, The Architects' Small House Service Bureau of the United States, Inc.

### What You May Want to Know About Building

Questions addressed to this paper will be answered by the Architects' Small House Service Bureau of the United States, Inc. Enclose a stamped addressed envelope.

Q—We have thought of using insulation in our house, but someone tells us that mice may get into it and, if so, they will destroy it and it will be difficult to get them out. What is your opinion of this?

A—Standard insulating substances are rendered caustic, they will not harbor vermin.

Q—If we turn our garage so it faces on the alley, would our property be worth more?

A—If you face your garage to the alley having turf in place of the present driveway, appearances will probably be better. As to whether the expense of doing this will be less than the increased price you might get for your property, is impossible for us to say. Much will depend on the condition in which the alley is kept, especially in winter.

Q—We have bought an old house with hardwood floor and trim. Some of this has been stained, some of the natural, and elsewhere it is painted. The window sills are weather stained and marked apparently from having flower pots set there. Is there anything to be done to remove the stains? What would you do to finish this woodwork?

A—Employ the best painter you can get. Woodwork should probably be redressed. It may be worth taking it off the building and having it sanded and machine. The floors should be resanded. With a good job you can get down to practically new wood, varnished or stained and waxed to its best qualities. It will pay you to spend a little extra money here.

Q—My furnace smokes at the coal door whenever coal is put in. I had a new section put in and built the chimney two feet higher. I burn the best coal. It seems no one knows what the trouble is. Perhaps you can tell me.

A—The furnace smokes because the draft is poor. This may be because the flue is too small, the pipe from the furnace to the flue too small, either or both filled with soot, a loose joint where the smoke pipe joins the masonry flue, insufficient pitch to the smoke pipe. A competent heating man will point out the trouble without hesitation. We suggest you call in a representative of the manufacturer who made your furnace. If he does not make good, report it to the manufacturer.

Q—I have a house that is old. The plaster is badly cracked. I have been told that we could plaster over this, put on some kind of coat that would seal the cracks permanently. Any suggestion would be appreciated.

A—New plaster placed over old work that is unsatisfactory is likely to become unsatisfactory. If plaster now in place is bad, it ought to be removed. Some minor patching can be done with patching plaster. Old walls that are sound, though with some cracks, may often be covered with canvas, upon which any type of decoration may be placed. We recommend you have your walls inspected by a competent builder.

### DES MOINES GRADS GET DIPLOMAS OVER TRUSTEE PROTEST

DES MOINES, Iowa, June 5.—(AP)—Sixty graduates of Des Moines university received their diplomas today under a court order signed by Judge F. B. Shankland, of the Polk county district court.

The diplomas were signed by President Harry C. Wayman, of the university and the faculty, but did not bear the signatures of the trustees. Last week, Dr. T. T. Shields, president of the board, stated the trustees would not approve the diplomas until they had investigated student riots of May 11, during which the trustees were "rocked and caged," after it became known they had dismissed President Wayman and the entire faculty, effective today. Sheriff Park A. Findley and two deputies were at the University to see that the court order, requiring issuance of the diplomas, was enforced.

**Postmen Strike.** PARIS, June 5.—(AP)—Striking letter carriers and mail sorters, emerging from a meeting, today attempted to throw an automobile truck, loaded with city mail, into the River Seine. Thirty were arrested.

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### RAIL OPPONENTS SAY DUPLICATION UNSOUND POLICY

SAN FRANCISCO, June 5.—(AP)—Declarations that the proposed Great Northern-Western Pacific railroad project in northern California and southern Oregon would amount to "an unwarranted duplication of service," and that the project was "economically unsound," were made yesterday by those opposing such construction.

Directors of the downtown association granted the hearing to opponents of the project. They had previously heard the case of proponents of the plan.

Under the proposed construction the Great Northern would enter California by a new line from Klamath Falls to connect with the Western Pacific line at Paxton, Cal.

Edwin O. Edgerton, former president of the state railroad commission, and present chairman of the shipping commission of the "good railway service association," said: "Entry of an additional railroad into a territory now adequately served is defined sound public policy as defined by the national transportation act of 1920."

### OPEN M'KENZIE HIGHWAY TODAY

EUGENE, Ore., June 5.—(AP)—Raymond Walsh, district state highway engineer in charge of removing snow from the McKenzie pass highway, announced last night that the highway will be opened over the summit of the Cascades at 3 p. m. today. A caravan of automobiles carrying representatives of the Eugene chamber of commerce will meet a similar caravan from Bend near the summit, and the two delegations will exchange greetings. Last year the pass was opened May 23.

### CUSTOM GUARD IS HELD AS SUSPECT IN MORROW CASE

BOSTON, June 5.—(AP)—The solution of the mystery of a long series of threatening letters received by prominent persons, appeared nearer today through the introduction onto the scene of George E. Long, a custom guard.

The latest in the series was a demand of \$50,000 from Dwight W. Morrow under threat of violence to his daughter, Constance, sister-in-law of Colonel Charles A. Lindbergh.

Long, 50-year-old father of three children, was said by newspapers to have told postal inspectors, "If I ever wrote them, I don't know why."

City police, however, who released him early today after questioning him for two hours at headquarters said that it was "all a mistake," to take the man into custody. They declared he had convinced them he had no knowledge of the letters.

On the other hand, postal inspectors declared Long had admitted having sent similar letters more than seven years ago to a number of prominent persons in Washington. Inspectors who visited his home said they discovered a typewriter whose type faces corresponded to those employed on letters to several of the persons threatened.

Zellerbach Has Loss. SPOKANE, Wash., June 5.—(AP) Fire of undetermined origin early this morning destroyed the four-story warehouse of the Zellerbach Paper company here, entailing a loss estimated at \$200,000.

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### CHURCH APPROVES DRY EDUCATIONAL PROGRAM FOR U. S.

PITTSBURGH, June 5.—(AP)—A recommendation for a nation-wide educational program to prove the benefits of prohibition was approved today by the general assembly of the United Presbyterian church. The recommendation was made in the report of the committee on reform.

E. Scott McBride, general superintendent of the Anti-Saloon league, speaking in behalf of the committee report, assailed the newspapers for not supporting prohibition.

"What does Mr. Hearst know about prohibition?" McBride said in referring to the prize award made by William Randolph Hearst for "the best practicable substitute for prohibition." "He never gave \$25,000 to put prohibition over the trouble with his plan or any plan is that it does not solve the alcoholic liquor question. Prohibition is fundamentally right and the liquor traffic wrong."

Tobacco advertising by radio and in newspapers was condemned.

### SOVIET TO USE HUGE OUTPUT FORD AUTOS

NEW YORK, June 5.—(AP)—Details of a nine-year contract between the Ford Motor company and the soviet government calling for the purchase of about 430,000,000 worth of Ford cars and parts in the next four years and the construction in Russia of a factory where Ford autos will be turned out, were made public today at the offices of the Amtorg Trading corporation, soviet trade organization.

### B. AND O. PLEA FOR MASTER IS UPHELD

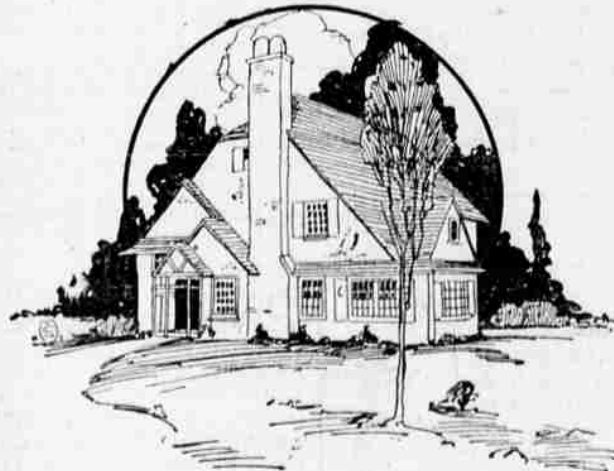
WASHINGTON, June 5.—(AP)—The Baltimore and Ohio and other eastern railroads connecting with western lines at St. Louis won in the supreme court today, when the court ordered the appointment of a special master to determine the amount the eastern line should receive as restitution of transfer charges paid by them on west-bound freight crossing the Mississippi.

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