

**ADVANTAGE OF SQUARE HOUSE**

Avoids Wasted Space, While Providing the Greatest Possible Accommodations.

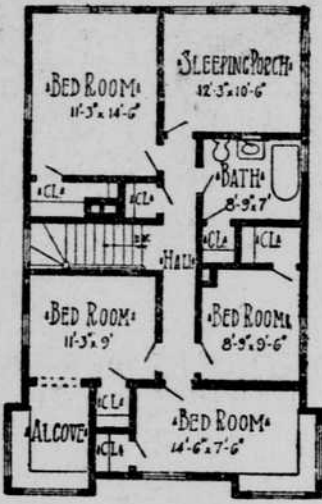
ATTRACTIVE INSIDE AND OUT

Care Bestowed on Designing of Decorative Features Make It Distinctive and Original—Attractive and Cozy Arrangement of the Floor Plans.

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 enclose two-cent stamp for reply.

The square-built house is one of the best plans for general efficiency in a cold climate. While many people prefer to have various little wings and alcoves that extend out from the plan, the addition of these increases the outside wall space to a large degree and consequently makes the house much warmer than it would be if it were built with square corners.  
It is also possible to get the most room for a given cost if the outside lines are square. No space is wasted and the floor room will be found to be unusually large even when the house is built on a rather small lot.  
Many different and attractive ways of finishing both the exterior and the interior can be found in houses built in this way, as can be seen by studying the perspective view and the floor

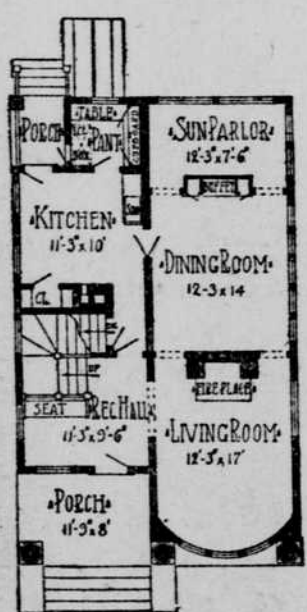
the fireplace to connect the living room and the dining room.  
Everyone is fond of a cozy room that is different from the ordinary, and the living room in this design is a good example. Opposite the fireplace is a curved bay window which contrasts in a pleasing way with the fireplace in the far end of the room. The lighting in this room is taken care of in good style by the windows in this bay, and, in addition to these, there is also a wide window on the side near the fireplace.  
The dining room is of the same width as the living room, and is slightly shorter. At the end of it is a built-in buffet that has an opening on each side leading to the sun parlor in the back part of the house. It is



generally more satisfactory to place a sun porch in the back, as it will be more private and will consequently be used more than it will if placed in the front, where everyone on the street can see into it. Five windows are placed along the wall of the dining room, so that it will be almost as bright and sunny as the sun porch.  
The kitchen is small and compact, and is arranged so as to minimize the labor connected with its operation. A small pantry is placed in the back and adds to the usefulness of the general plan.  
The second-floor arrangement calls for four bedrooms, a bathroom, and a



plans of this design. The general outline of the house shows a compact, sensible plan, but there are many decorative features that make this house very distinctive and original.  
For instance, the method of constructing the bay windows at the two front corners of the house on the second floor, with their attractive brackets, is a most pleasing and decorative method of finishing these corners. Small hip roofs are placed over each of these bays and also over the dormer facing the front of the house. The combination of these with the larger hip roof covering the house proper makes a pleasant roof design.  
This house is set well above grade on a concrete foundation—a type of construction that is usual in the cooler climates. This makes it possible



to have a large basement with plenty of head room, so that any kind of a heating plant can be installed that suits the individual ideas of the owner. The basement can be made very useful because of the light that is available from the large windows that can be placed in the foundation. A work bench, a laundry, and various other features of a good basement design can be readily secured. A good basement with concrete walls also keeps the house at a more uniform temperature. A house of this shape can often be kept warm with the registers or radiators turned off on the second floor, part of the day, during the coldest weather. This is due to the compact character of the design.  
The floor plans show a very attractive and cozy arrangement. A particular feature of the first floor is the position of the fireplace, which is located in the wall between the living room and the dining room. It thus occupies very little space and, as it eliminates the necessity of constructing one wall, it cuts the cost of construction, which is in keeping with the general economical plan after which this house is built. Small closed openings are placed on either side of

**Locomotive Is Blamed.**  
Locomotives, it has been proved, are the largest contributing cause to forest fires. An investigation recently made along the White mountain and southern Appalachian mountain ranges shows that of 509 fires occurring in 1914, 319 were due to sparks from the smokestacks of locomotives.  
In the state of Virginia 90 per cent of the fires were traced to locomotives. Out of 272 fires 227 were started by engine sparks.  
The fact becomes one of vital interest to the federal authorities since the loss in the national forest reserves of the West alone amounted to \$677,000 in 1914. This represented among other things the destruction of 340,000,000 feet of merchantable timber, injury to private lands, destruction of young trees, etc.

**Profitable Idea.**  
Shortly after the war started a New Jersey man with active brains but no capital went to a prominent cannery and suggested that it put out a special brand of beef stew suitable for the allied soldiers in the field. He suggested further that with the aid of a partition in the can it might be feasible to add a piece of pumpkin pie and call the mess a square meal. The general manager of the cannery said it was a good idea, but unfortunately, beef stew and pumpkin pies were not great successes when packed in tins. This week announcement was made that the allies had contracted for an order of \$71,000,000 worth of beef stew. Apparently the idea, with the elimination of the pie, has become feasible after all. The New Jersey man, of course, will not share in the war profits.—New York Times.

**Compliment.**  
"Waiter, this soup tastes like water."  
"Thank you, sir. That's the first kind word I've heard about that soup today."  
**Test of Patriotism.**  
"And you call yourself a patriot!"  
"I do."  
"Can you prove that?"  
"Yes, I never smile when the United States army is mentioned."

**DIGGING TRENCHES AT DOUGLAS, ARIZ.**



Members of the Eighteenth infantry machine-gun squad throwing up intrenchments along the border at Douglas, Ariz.

**PUTS PRICE ON HEAD OF DARING FRENCH AVIATOR**

German Government Wants "Corsair of the Air," Dead or Alive.

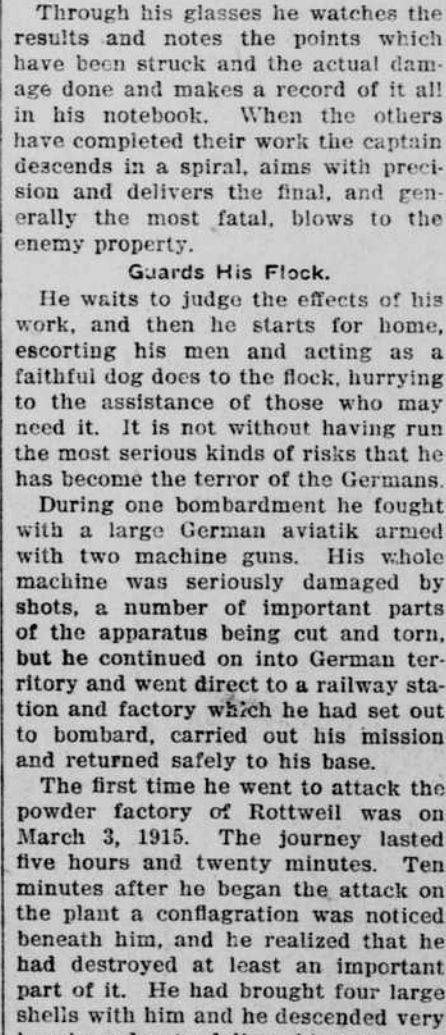
**LEADER OF BOMBING RAIDS**

Has Caused Damage of Grievous Kind and With Persistence That Seems to Know No Limit—Reward of \$6,250 Is Offered.

Paris.—On the head of one man in the French army the German government has put a price. This man has caused them damage of a grievous kind and with persistence which seems to know no limit.  
The sum of 25,000 marks (\$6,250) will be paid for Captain X. of the French aviation service dead or alive. The French government has been very careful to avoid giving his name, and it is believed the Germans know him only by description.  
It was Captain X. who three successive times went to bombard the German powder and ammunition factory at Rottweil, in Wuerttemberg. On each occasion he performed an extraordinary feat.  
The sobriquet of "corsair of the air" has been given to him. Some of his exploits partake of the ruthless vigor of the true pirate.

Captain X. is the principal leader of the French bombing expeditions, and he seems like a hero who has dropped out of a romantic novel. Danger is his very life, and he plays with it so that his adventures during the war have been almost fantastic.  
He began by being made prisoner as a result of an injury to his motor which obliged him to descend in a neutral country, but he succeeded in obtaining his release. When he returned to France he was sent to the eastern frontier for active service.  
Though he demands much from his subordinates, he sets a good example himself. When he goes out with them for a bombardment each of the machines carries a special sign. He takes his position about eight thousand feet above the object to be destroyed, while his companions are discharging their missiles.  
Through his glasses he watches the results and notes the points which have been struck and the actual damage done and makes a record of it all in his notebook. When the others have completed their work the captain descends in a spiral, aims with precision and delivers the final, and generally the most fatal, blows to the enemy property.

**Guards His Flock.**  
He waits to judge the effects of his work, and then he starts for home, escorting his men and acting as a faithful dog does to the flock, hurrying to the assistance of those who may need it. It is not without having run the most serious kinds of risks that he has become the terror of the Germans.  
During one bombardment he fought with a large German aviator armed with two machine guns. His whole machine was seriously damaged by shots, a number of important parts of the apparatus being out and torn, but he continued on into German territory and went direct to a railway station and factory which he had set out to bombard, carried out his mission and returned safely to his base.  
The first time he went to attack the powder factory of Rottweil was on March 3, 1915. The journey lasted five hours and twenty minutes. Ten minutes after he began the attack on the plant a conflagration was noticed beneath him, and he realized that he had destroyed at least an important part of it. He had brought four large shells with him and he descended very low in order to deliver his attack so that each of the shells struck home. One of them landed in the mixing basin of nitric acid and glycerine and the others fell on the buildings. Flames at once arose and the smoke made a column forty-five hundred feet high.  
His next important bombardment was at the railway station which the French authorities indicated as V. To



freight. He beat the train to the spot and by a fraction of a minute snatched the girl in his arms and was just grazed by the engine as he cleared the tracks.  
**Dog Willed \$100 Dies.**  
La Crosse, Wis.—Willie, the dog that was left \$100 by his owner, Mrs. Mary Johnson, when she made her will, is dead. Otto Amsrud, the principal beneficiary under the bill, died one week before the document was filed for probate. Mrs. Johnson's

accomplish his task here he dropped down almost to the station roof.

Then came the second bombardment at Rottweil, on April 16, 1915. Ten four-inch shells were dropped on the powder factory and caused a fire and an intense black smoke which entirely hid the building from view. Captain X. remained for a quarter of an hour above his object at an altitude of five thousand feet, tantalizing the two vertical batteries which the Germans were aiming at him and the section of 77 millimeter guns which had been placed around the factory for its defense after the first bombardment.

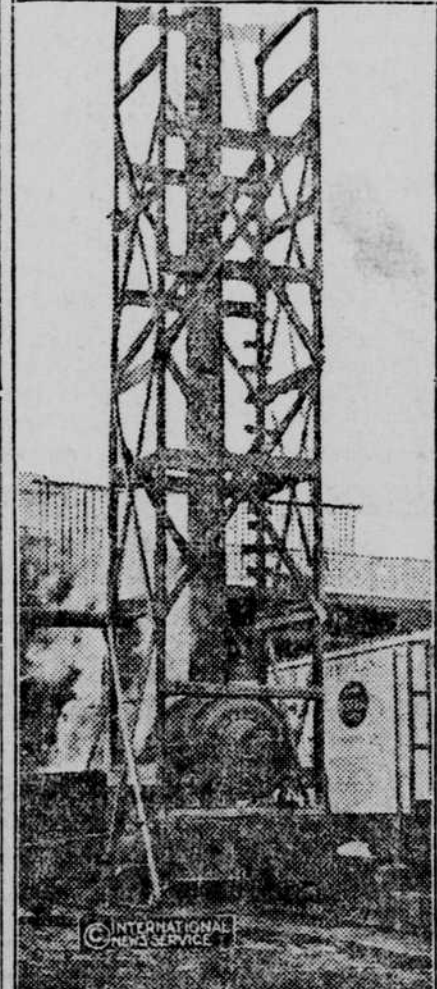
**Damaged Two Zeppelins.**  
The French officer returned to his camp with eleven shrapnel fragments in his machine. In the same month he dropped six shells in the great shed which harbored two Zeppelins, both of which were seriously damaged. The three special batteries placed for the protection of the sheds fired at him constantly, but failed to injure him, though they damaged his machine to some extent.  
A few months later he bombarded railway station indicated as C. He started out at four o'clock in the morning with five other machines and in the afternoon he was back at his base, took up eight more shells and returned to attack the station for the second time in the course of one day.  
The flight, in which more recently and for the third time he attacked the powder factory at Rottweil, was the most tragic which he ever carried out and at the same time the most successful.

Four other machines were to have started with him on that expedition, but one of them a few days earlier had attacked a train from only fifteen feet above the ground and the pilot was still ill as a consequence of injuries he had received. Another who was to have gone had trouble with his

**QUEER USE FOR LOCOMOTIVE**

Philadelphia Man Rigs One Up to Furnish Power for Compression of Hay.

Philadelphia.—A locomotive with a 35-foot smoke stack is being used here for the compression of hay for the allied armies of Europe. This plant, the first of its kind, is located on the banks of the Schuylkill river.  
It is another proof of the fact that necessity is the mother of invention. Orders for 50,000 tons of hay to feed the horses of the allies were received by the owner of the plant, John H. Irving. He selected the present site for his plant and, expecting the Philadelphia Electric company to furnish power, bought the necessary machinery to begin work only to find, when ready to operate, that because of un-



foreseen engineering difficulties the electricity could not be supplied.  
In this emergency, Mr. Irving turned to steam as a driving power, but discovered that there were no boilers available. He then negotiated with a railroad company and bought a twenty-seven-year-old locomotive, mounted his tall smoke stack and now his factory is running smoothly.

motor at the very beginning of the flight and had to return to the lines. There remained consequently only three. Besides the captain there were Lieutenant D. and Corporal P.

The three started off together and followed the Swiss frontier to the Rhine and then entered the Black forest and penetrated in the direction of the Wuerttemberg plant. All had gone well until they were within a few miles of the latter, when several German chaser machines came out of the fog and spread themselves in fan shape to bar the way to the Frenchmen. The latter were carrying a ten-hour supply of gasoline and a load of bombs and their machines consequently were slow and not easily manageable.

**An Easy Target.**  
They offered a relatively easy target and could not defend themselves very satisfactorily. Mr. Jacques Montane, who describes the incident, says the first to withstand the shock was the captain himself, who was attacked by a large monoplane of the type of Latham's Antoinette. Two men were on board and the machine was well known by the pilots who operated on the Alsatian side. The French officer replied with so much valor that the aggressor judged it prudent not to insist and abandoned him in order to attack the machine of Corporal P.

The captain endeavored at once to go to the aid of his subordinate, but the adversary was much more rapid and after a short fight succeeded in bringing down the unfortunate corporal. During this time the captain was turning and swerving and did not lose a single point of the painful drama of which he was a powerful witness. But he decided to avenge himself.

After the fall of P. he started off on the way to the powder factory with the determined purpose of making the Germans pay dearly for the loss of his fellow aviator. He flew calmly, scoring the enemy who had gone above him in the hope of cutting him off and attacking him, for the first success had encouraged the occupants of the big German machine.

Lieutenant D. who had continued his way without stopping, now saw himself surrounded by enemy machines. One of them brought him down, to the northeast of the town near the factory.

This death was considered a sad loss to the French aviation service. D. had distinguished himself several times in bombing expeditions, often by night, and had been of a boldness worthy of his chief.

The captain remained alone to accomplish his mission. Instead of turning back, as prudence might have dictated, for he still had a considerable distance to go before reaching his objective, he persevered all alone against the German machines and went and cast his eight shells slowly and with great care on the powder factory. All of them struck true.

**His Sad Return.**  
A thick black smoke at once arose to the sky, the black smoke which this same bold pilot saw for the third time at the same place within a year. He remained, according to his custom, for ten minutes over the establishment, in order to make notes of the result of his shelling, and then he started for home, along the same route by which he had come, not bothering to make a single detour to avoid enemy machines.  
The alarm, however, had been given, and when he arrived over the Black forest he perceived a veritable curtain of aeroplanes waiting for him. They all swooped toward him in the hope of bringing him down.  
By clever maneuvering he avoided half a dozen of them, and then he was obliged to engage in close combat with two, the second of which awaited him above L. The duel with the latter was particularly bitter and the captain ended it by forcing his adversary to take to flight.

Quietly he resumed his way toward the French trenches, mourning the death of his comrades. Near the lines he perceived French chaser machines which were awaiting the return of his squadron.  
One of them approached and made signs to inquire if the other aeroplanes were coming. The captain with a gesture of desolation indicated that there was no one to wait for, as he was the sole survivor of the expedition. And a miraculous survivor he was, for when his machine was examined it was found that the top and nacelle were riddled with bullets; some of them had even passed between the captain's legs. The supports were out, the joints broken and the wings torn by shell fragments.  
When they spoke to the captain about these numerous injuries he replied simply:

"Of course it was to be expected that they would wait for me on my return."  
The following day the German official communication made this announcement:  
"Under Officer B. on his first trip succeeded in bringing down two enemy aeroplanes which were on a bombing expedition. The third succeeded in escaping."  
The German under officer, it is interesting to note, soon became lieutenant and received three decorations, one being the Iron Cross of the first class, which was given to him for the above exploit.

Recently this German Officer B. was flying in upper Alsace when his motor stopped, the machine fell and the pilot was killed. Captain X. gallantly regretted the nature of the accident to the German aviator and regretted still more that it had not been left to him personally to avenge the death of Lieutenant D. and Corporal P.

**No Trouble About That.**  
Miss C. went to call on a lady who had entertained her. The little five-year-old daughter was playing on the pavement and, seeing Miss C. ran to meet her, saying: "Mother is not at home." "I am sorry," replied Miss C. "for I have come to pay my party call."  
"Oh, I'll take the money," the five-year-old responded.—Christian Register.

three brothers and a grandniece have filed a request in court for partition of the estate now that the dog is dead.

**Churches of Northern Armenia**

WHILE the most terrible and extensive war the world has ever undergone is being waged in such well-known regions as Belgium, France, north Italy, Macedonia and Egypt, it is not surprising that less information should be available with regard to the theaters of the eastern campaigns, like Mesopotamia, various parts of Africa and Armenia. Few people at home know those regions, and even the names of places mentioned mean nothing to them, says Sir Martin Conway in Country Life. The destruction of Louvain and Reims, the peril still to be evaded of other Belgian and north Italian cities—these horrors are generally realized and deplored; but how many are conscious of the danger that has threatened remoter architectural treasures, some of them of an almost unique importance, and the more to be deplored because the threatened buildings have not been thoroughly studied, planned and photographed, so that if destroyed their loss would be total?

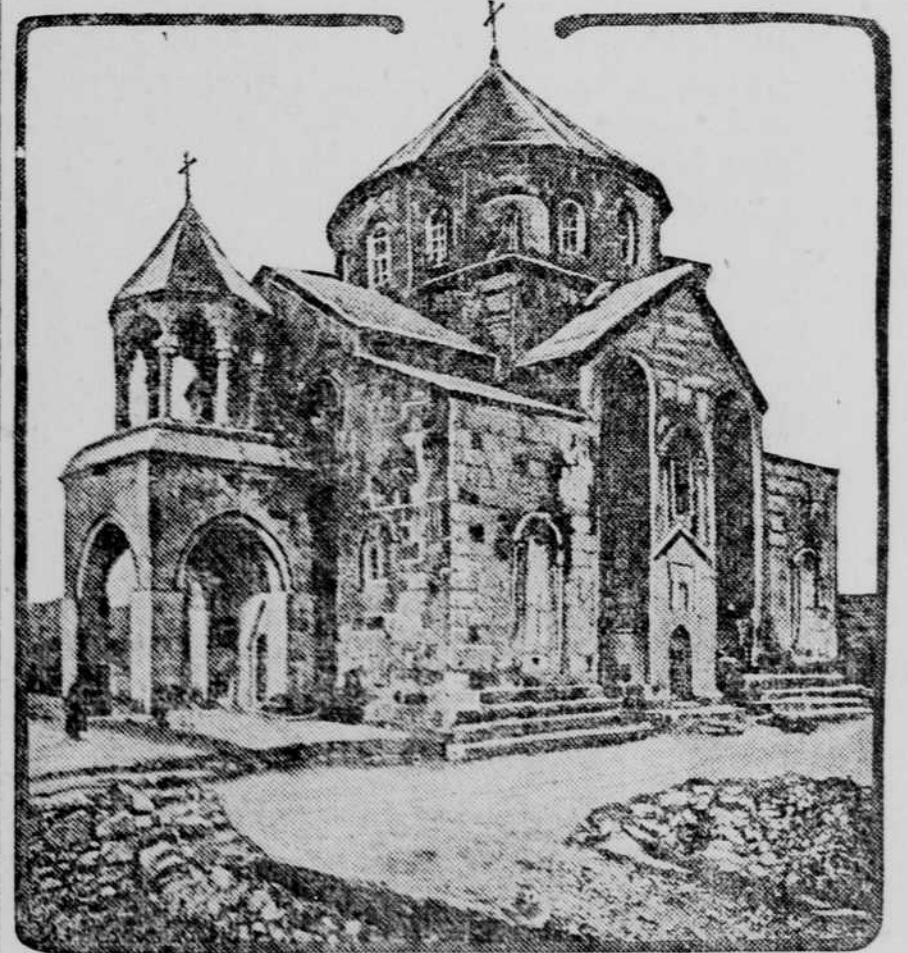
A glance at any map will show that the Armenian area is divided into two main parts, a northern and a southern, by the mountain range which culminates in Ararat.  
The fates of northern and southern Armenia, though similar, have not been identical. Sometimes united under a single government they have often been divided; but they have passed through similar stages of civilization and gave birth to closely related schools of art. Christianity obtained ascendancy over them at a very early date and took such firm hold that all the floods of Islam have not been able to overwhelm it. Long before the tenth century every center of population in the country had its churches and its monasteries, built in a markedly local style of architecture of great merit. Numbers of these monuments have been destroyed, but the ruins of many (and a few still complete) survive, those of chief importance in northern Armenia being at the deserted me-

more complicated in plan than the rectangular exterior would suggest. It is, however, the general aspect of the interior that is the most remarkable feature. At a first glance it looks like the inside of a Gothic church. The pointed vault and arches, the recessed piers resembling clustered columns in effect—these and other details have an extraordinarily Gothic aspect, so that it is at first hard to realize that Gothic architecture had not appeared in its most rudimentary form when the Cathedral of Ani was built. The most cursory inspection reveals the excellence of the masonry, the good taste and restraint of the carved decoration, the fine proportion of parts. We are in presence of a work of architectural art, the product of no immature school, but of one fully equipped with a formed and finished style, which is not that of the Byzantine nor of any other school, but belongs entirely to Armenia and Georgia.

Unfortunately, the churches of Armenia have not only suffered from neglect and war, but many of them have been shattered by earthquakes, so that of the multitude that once existed few are now even as well preserved as those of Ani. Near to it, within the walls of the same city, is the scarcely less beautiful Church of St. Gregory, the dome of which is still in large part standing, but the porch, with massive columns added to it in the Saracenic style in the thirteenth century, has mainly fallen away. The delicately sculptured arcade round the exterior of this church might stand comparison with similar decorative work in any Byzantine building, though the style of it is pure Armenian at its best.

**Churches at Edjmiatsin.**

At Edjmiatsin are several ancient churches still in use. Such, for instance, is the venerated cathedral, the seat of the important functionary, the Catholicos, revered by all Armenians. The core of the building is of great antiquity and the fabric of the



ST. RIPSIMÉ, EDJMIATISIN

diaval capital, Ani, and the existing ecclesiastical capital, Edjmiatsin.

In the case of any group of works of art of a single school it is always most interesting to approach a study of them in chronological order. Lack of space renders that method here impossible. Let us therefore at once turn to one of the best examples of the developed Armenian type of church—the tenth century cathedral of Ani. It lies, pathetically abandoned, in a bare space in the midst of the ruined city. Nothing could be plainer than its simple oblong form; no external apse, no protruding transepts, no advancing porches or other embellishments. It was, indeed, once crowned in the midst by a small cylindrical dome covered by a pointed roof, but only a fragment of the dome survives. The external arcade descends directly from Sassanian Persia.

**Architecture is Original.**  
Other elements in the composition are derived from Syria, Mesopotamia and Constantinople, but are originally combined. The curious pairs of deep niches at the end and side of the church correspond to masses of masonry within, which form the apse and its side chapels, for the interior is far

**Natural Born Sponder.**  
When a long-forgotten cousin in Colorado died, and Miss Mithfield was round hundred thousand, the entire village, after having recovered from the shock, fell to wondering whether the faded little spinster, after having for sixty-three years pinched and scraped and plain-sewed just to keep soul and body together, would, after all, get much comfort from her eleven-hour opulence. The state of Miss Mithfield's mind was revealed when her next-door neighbor inquired what she meant to do with her money—what she meant to "save it!" "Save it!" Her eyes flashed with new-found scorn. "Listen to me, Betsy; all my life long I've wanted a pair of side-combs with yellow glass beads onto 'em, ma'am—now I've got 'em! I've got 'em, and now I've got 'em! I've got 'em, and now I've got 'em! I've got 'em, and now I've got 'em!"

**Death and Life Masks.**  
In the preparation of death masks the usual method is to cover the face of the dead body with oil and then apply plaster of paris. The oil prevents too close adhesion to the skin and

walls of the central mass may date back to the seventh century, but the old is so hidden by additions, porches, chapels and so forth, that little of antiquity is suggested by the exterior.

Far more interesting to the lover of art is the church of St. Ripsimé in the same town. Its aspect is injured by the porch which, in characteristically seventeenth century style, has been patched on at one end. The Armenians of that date had a strange passion for building such porches and almost every church still in use has had one added on to it. With that exception and a restored dome the rest of the main fabric is old, if not dating back as far as the year 618 when the church is known to have been rebuilt. The high gabled projections with their deep pairs of niches can scarcely be earlier than the tenth century. More authentically ancient is the church called Shoghkath in the same city; it was built in the fifth decade of the seventh century. The massive western porch, wide as the whole nave, is surmounted by the usual bell tower and both are remarkable works authentically dated 1693. The un instructed eye would have guessed them rather of the twelfth century!

makes it possible to remove the plaster when it has hardened. A mold is thus formed into which fresh plaster is poured; the resulting cast is the "death mask." Death masks are of course exact resemblances of the faces from which they are made, and their value is impaired only by the changes of contour which may have been caused by death itself. The custom of taking death masks is very ancient and widespread as well. The Romans made them of wax, the Egyptians of thin gold plate. A few specimens have been found among the American Indians. Life masks are similarly made, but mobility of expression is necessarily sacrificed.

**As New York Understands It.**  
In one of New York's public schools the other day this sentence appeared in the reading lesson: "The king and his escort passed by." "Now," said the teacher, "who can tell me what is meant by an 'escort'?" A small, freckled-faced boy raised his hand, and in the vernacular of the East Side said: "It's a feller what's got a girl and he takes her out walking."