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The House of the Week

# Expandable Split Level Spans Growing Family Needs



A sloping roof line creates a pleasing exterior for this three-level split with a flexible room arrangement which makes it an ideal choice for a growing family. The upper bedroom wing is over the

garage. The living room, with exposed roof beams of laminated and glued wood, is on the entrance level at the left of the house.

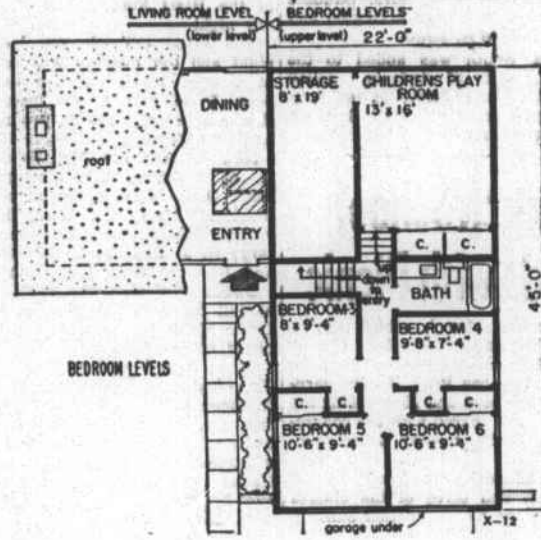
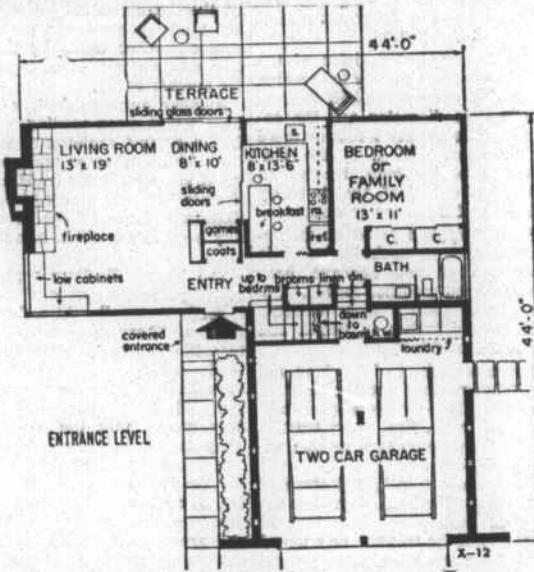


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### Statistics

House of the Week design X-12 has overall dimensions of 44 by 45 feet. A lot 60 by 100 feet is recommended. The habitable area of the entrance level has 990 square feet. The habitable area of the upper levels has 990 square feet. In estimating building costs for non-habitable areas, add 880 square feet for the basement and 478 square feet for the garage.



The floor plan of the entrance level is shown at the left. The upper bedroom levels are shown at the right.

By JOHN O. B. WALLACE

A span-of-the-years house, this three-level split will adapt itself to the changing needs of a growing family.

Designated X-12 in the House of the Week series, it will prove itself through the years as a home for newlyweds, parents and grandparents.

The basic house, to be finished at the time of construction, consists of a living room, dining alcove, kitchen with breakfast area, bath, closets and a bedroom — all on an entrance level.

To be finished at the option of the owners, there is a bedroom area above on two levels. This area in an alternate position, from front to rear instead of the lower level's side to side position.

The bedroom area has space at one end for four medium-sized bedrooms or a lesser number of larger bedrooms, and one or more baths. At the other end of this area there is space for a children's playroom, or an additional bedroom or guest room, and a large storage room.

The entire house, surprisingly, is only 44 by 45 feet in its dimensions and would fit a 60 by 100 foot lot. The plan includes a two-car garage and a basement.

**Modern, Efficient Kitchen**  
From the drawing board of Edward J. Baar, a Seattle architect, design X-12 has the latest kitchen design:

The appliances are arranged in the shape of an "L" for work ease and efficiency. The breakfast area is located in a free corner of the kitchen, and there is a wall-to-wall window for supervision of the rear terrace.

The kitchen and the dining alcove are joined by sliding Shoji screens, and sliding glass doors join the rear terrace with the living room and dining alcove.

The living room has a wide fireplace with a slate hearth and a cement block wall. Magazine and book cabinets are built under a corner window in the living room — and one wall of the living room is of wood to provide textural contrast.

The living room flows into the entrance foyer. The problem of cross traffic is eliminated by the central entranceway which joins

the living-dining areas with the kitchen-bedroom-bath areas.

The dining alcove, however, is shielded from the entranceway by a low coat closet, a book shelf and a games cabinet. Stairs to the upper bedrooms and down to the basement are off the entranceway. There is direct access to the garage from the entranceway.

For the first child, the entrance level bedroom could be used as a day nursery. As the family grows, separate bedrooms upstairs can be added — and the space over the lower bedroom and kitchen could be finished for play and hobby rooms — or for guest rooms.

Recreation space is included in the basement plan along with shop and storage space. Every inch of space is put to work by the architect and there is abundant closet and storage space.

An interesting innovation has been introduced in the garage. Here the architect has called for the cement block walls to be finished with glass blocks. These add to the exterior appearance and provide natural illumination for the garage.

Exterior details include a built-up roof with colored, chip surface. The roof is supported by laminated and glued girders. As an exterior design accent, channel type siding or boards and battens may be used with cement asbestos board under the windows.

All exterior walls and ceilings are fully insulated for savings in heating and cooling throughout the year.

## County Agent Gives Advice On Digging Irish Potatoes

By R. M. WILLIAMS

The harvesting of Irish potatoes will get underway here in the county in the very near future. Every possible precaution should be observed in the handling of the potatoes during harvest time in order that the highest quality potatoes might reach the consumer.

Here are some of the things that all potato producers should observe at harvest time:

Since quality and maturity of a potato go hand in hand, consider waiting until your potatoes are mature before harvest. At the present time it looks as though there will be nothing gained by rushing the harvest season.

The potato vines should be destroyed 24 hours prior to digging if possible.

The potato digger should be operated at a speed that will carry enough dirt on the chain to cushion the potatoes.

Potatoes should be dug in the afternoon to allow over-night cooling in the field wherever possible.

Potatoes should not be hauled from the field between 11:30 and

3:30 if the weather is hot. In case of extreme hot weather, potatoes sitting in the field during this period of time should not be moved until very late in the afternoon or early the next morning. Handling potatoes while hot from high temperatures is the cause of sun-scald and not the heat alone.

Do not allow your field truck to stack your potatoes over seven bags high and six bags high is even better.

Your potatoes should not be dumped in the hopper or grader faster than the elevator chain can carry them without rolling back.

Foam rubber at all points where the potatoes ordinarily would meet the impact of hard objects will help prevent bruising. Such points as the rim of your feed hopper, under the bags at the bagging chute, on scales, on floors where bags are sewed and on hand trucks are places that need padding.

Careful handling of your potatoes at all times, from the digger to after they are loaded on the trucks or railroad car, is very important.

Well ventilated trailers for shipping is desired if not precooled or initially iced. Even though there is still too many small, immature potatoes moving to market there is apparently no real reason why potato prices should not be higher than they are at the present time.

The House of the Week by filling in your name and address on the coupon on this page and sending it with 35 cents to this newspaper.

This study plan shows each floor of the house together with each of the four elevations, front, rear and sides of the house. It is scaled at 1/4-inch per foot. It includes a guide on "How to Get Your Home Built."

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## NCA Issues Statement About Florida Accusations

Hobucken — After study of the piracy charges made against the North Carolina shrimping fleet in the Florida press the North Carolina Fisheries Association has come forward with a compliment for the State of Florida, but denial of piracy charges against its fleet.

President Roy L. Watson said today that Florida's restriction of the Tortugas shrimp grounds, 20 miles off Florida's west coast from Key West, is a part of a research and conservation measure being carried out by the State of Florida through the University of Miami Marine Research Department.

At the same time he said that the piracy charge against the North Carolina fleet on the Tortugas Beds was unfounded, according to court records at Key West. He admitted at the same time that the North Carolina fleet, as does the Florida fleet, have those in it who would pirate or poach for their personal benefit, no matter what the cost to the public welfare.

The fisheries association obtained information from the court records at Key West which showed that 38 vessels have been indicted for violation of the Tortugas grounds. Of this total only seven violations were charged against North Carolina shrimping vessels, which would indicate that the North Carolina fleet is not by any standard of comparison the major violator.

Considerable publicity has appeared in the Florida newspapers regarding the matter, the story originating in a statement attrib-

uted to its conservation director, Ernest Mitts, saying that the North Carolina fleet has ruined its own shrimping grounds and is going to ruin Florida's.

This charge, Mr. Watson said, is completely unfounded. Shrimp catch statistics for North Carolina waters show that there has been an increase in the past two years, following a severe drop-off after the damage done by the 1955 hurricanes.

See NCA Page 4, Section 2

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