

### BUY OR BUILD

By James J. Gathercoal, architect.  
The current problem of shelter has always been one of vital concern to a large percentage of the people both on the North Shore and those aspiring to be numbered among us.

The prejudice of an architect on the question as to whether it is better to build a home or buy one should be considered as such, retaining a free mind for thought that might come from other sources.

The home problem, considered from the cost aspect, no longer stops where our forefathers would have it, as financial schemes have made material changes. The cost of operation and maintenance is just as much a part of the building cost as are the original fabricated materials. A home today costs—at least to most of us—an amount per month for a period of years. This fact means that if a new house costs ten dollars a month less to heat than an old one, the new one could cost \$1,000 more (and yet be the same price. It means that if a modern house has been constructed so as to save the maintenance expense of \$120 a year, that the new one could cost \$1,000 more than the old one. Too few of us take into account the cleaning bills for drapes, rugs, etc. as a part of the cost of a home. The gas consumption of an antiquated hot water heater might too easily make the house \$1,000 less in value in comparison with its younger brother. High gales finding their way through worn windows and doors have cost in doctor bills the

price of many thousands of dollars which might have been much better spent on a new modern building. When we think of fire and tornado insurance on a building, the saving of premium that would accrue is inconsequential compared to the feeling of security and the assurance that adequate protection has been provided for those who mean so much to us.

The new house that has been planned for the actual needs of a specific family has an economy of space that means less building than can be built with the same living facilities. Experts have been known to compute the steps saved in properly designed kitchens over the number our grandmothers were called upon to take. Conservation of household energy has made possible many worth while outside interests. Whether life is pleasant and interesting or trying and without sparkle, is again a quality that one has no difficulty in weighing.

Actually we express our character with our home more than we believe. A well-designed home most completely expresses the people for whom it was designed; in a refined analysis, one must accept that as one's clothes, one's house tells a story.

Styles of architecture were not created in competition to other styles, but as a product of the minds of the people in the social and economic status they found themselves to be at the time of their building. The manner of living established the building forms, and the available materials, of what they were built. On our North Shore, the spirit of individualism is one of the constant notes and the fineness of character

shows evidence in high percentages. Purely from the standpoint of an architect it would be the rare instance where it would be the best judgment to buy instead of to build a home.



What do you do for frost bites? What are the symptoms of frost bite?

The affected part of the body becomes painfully cold and then suddenly the sense of feeling in that part is gone. The affected part becomes white or grayish white in color.

Keep the patient away from fire or warmly heated room.

Apply palm of hand, wool, or fur to affected part.

Massage the part very gently, then apply cold water.

Apply ointment as you would to a burn because frost bite is the same in effect.

The object of the treatment is to bring the frozen part of the body back to a normal temperature gradually and to restore circulation.

### United Air Lines Reports Substantial Traffic Increase

United Air Lines established new records for passengers, mail and express in 1936. W. A. Patterson, president, stated yesterday upon release of total traffic and tonnage figures for last year.

During 1936, United increased revenue passengers 25 per cent, mail 16 per cent and air express 34 per cent. During the year it flew approximately 30 per cent of the nation's passenger-miles, 38 per cent of the air mail and 44 per cent of all air express. United flew approximately 16,000,000 miles carrying 221,072 revenue passengers, 5,997,352 pounds of mail and 1,155 tons of air express during 1936 estab-

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