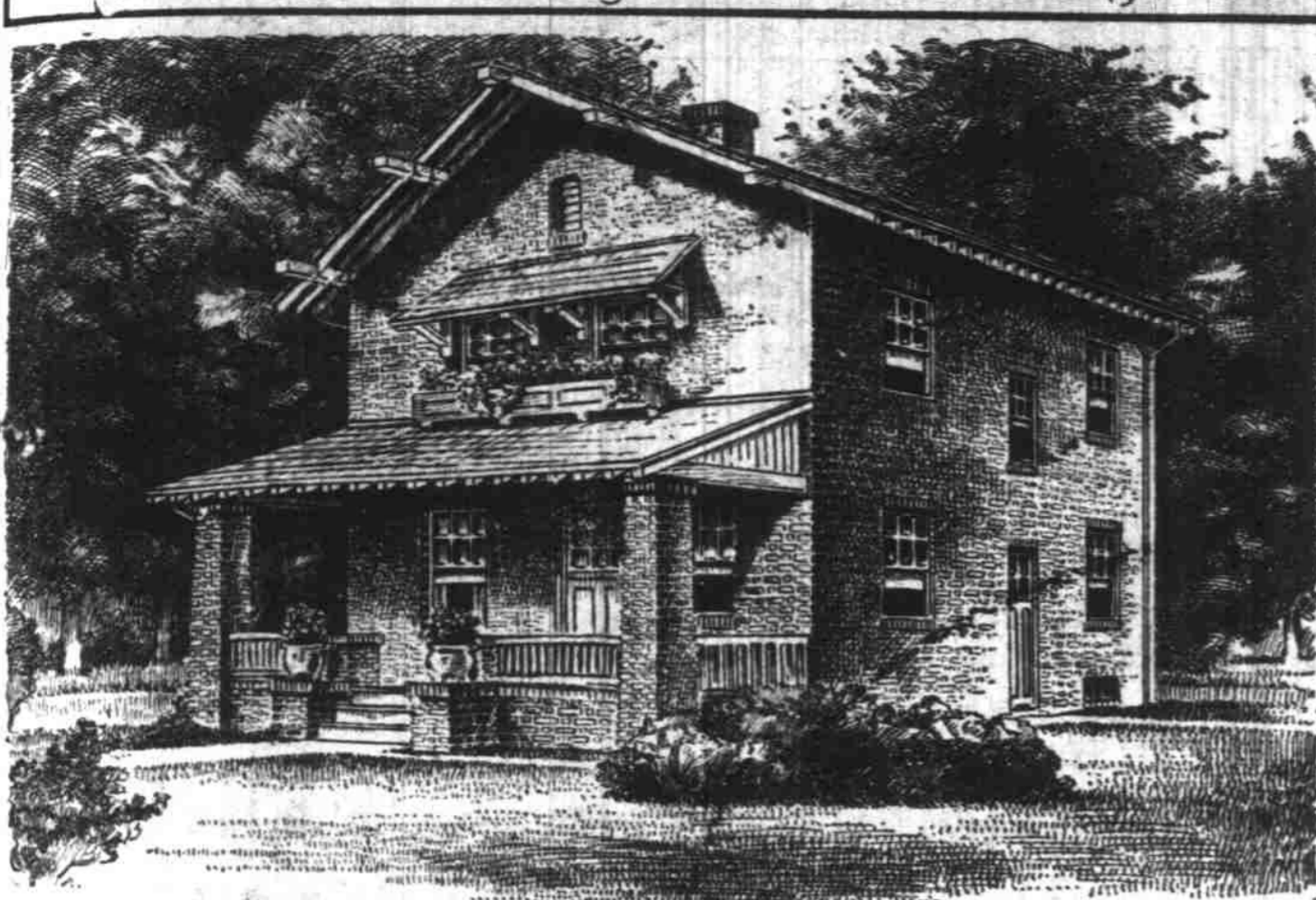


Comfort Keeps Step All Through This House



THE YOSEMITE—DESIGN NO. 29

SPECIALLY suited to a narrow lot this rectangular house is equally a demonstration of the acme of practicability. It would perhaps win no prizes in an architectural contest unless the judges chanced to be of the old school. But no one who examines the floor plan, and who considers the positive rugged strength of these common brick walls, will deny that it offers unusual promise of living comfort, fire-safety, economy in heating and a minimum expense of upkeep. And these features are not lightly to be dismissed.

This type of house is one of the most economical to build. Its walls are straight and unbroken on all sides. There is no intricate or special brick-work required anywhere. Walls, porches and roof are simple and practical. It is planned for the man of moderate means who wants a substantial home with the maximum of living room for the least possible cost and who is

willing to do without gingerbread decorative effects for unadorned home comfort and convenience.

Comfort begins with this home on the big open living porch where all the family may enjoy the cool of evening and never once feel crowded. And in winter, with a log fire burning in the open grate simply for the spirit of contentment it brings, the large living room offers equal accommodation. The dining room will always be ample for all demands and the kitchen is just big enough to make it convenient.

On the second floor are three commodious bedrooms, well lighted, cheerful, and each with a large closet. The bath is also both conveniently located and amply large, while outside is a sleeping porch of liberal dimensions over the service porch below. In the hallway is a linen closet which would delight the heart of any housekeeper.

The Common Brick Manufacturers' Association, Cleveland, Ohio, can furnish complete drawings for this design. Leaflet on brick construction sent upon request.



CHEAPER PAINTS POOR INVESTMENT

Reduced Quality Means a Higher Quantity With Frequent Applications

When someone pays you a complaint that is obviously exaggerated and too good to be true you call it "applesauce" in the slang of the day. You might just as well say bunk or taffy or softsoap. They mean the same thing.

But "applesauce" isn't restricted to pretty speeches and compliments. There's a whole lot of it in "cheap" paint.

For instance, when someone tells you that a paint which sells at a very attractive low price is just as good as Sherwin-Williams SWP—for example—which is one of the highest priced paints—that it will give you a beautiful job—a durable job—and last for a long, long time, that's applesauce of the purest kind. Try to paint your house with that kind of applesauce—and what a sad awakening there will be.

You can lay this down as a hard fact: "The lower the price per gallon of house paint the more gallons you will need and the poorer paint job you will get."

House paint must be pure—made of finest materials in the most skillful manner—to stand up under the exposure to weather.

Cheap paint is naturally made of cheap materials or reduced materials. No one can cut the price without cutting the quality, or there wouldn't be any profit.

Even if you bought direct from the manufacturer the saving in middleman's profits would not nearly make up for the difference in price. A good paint would still cost much more per gallon.

When you reduce the quality you reduce the covering and hiding quality. The paint becomes "washy-washy." You need more gallons. You get a poor finish—cheap, insipid colors—that fade quickly—and the actual cost of the paint is just the same as if you had bought the best paint in the first place.

Furthermore, the cheap paint job is cheap looking. The colors bleed out quickly—the film cracks and peels. Where a fine quality paint looks good for five years or thereabouts, the low price paint is all shot to pieces in a year or so. That means two or three complete repaint jobs before one repainting is needed over the "quality" paint. And the extra repainting cost you can mark down as actual money loss which you would save by using the best paint you could buy in the first place.

There's no "applesauce" about these facts. They will save you money. If you want further proof that it pays to use good house paint, call at the store.

PAINTING OF WALLS OFFER ADVANTAGES

Exact Treatment for Walls During Entire Process of Painting Given

By Jane Stewart
That painted walls have come to stay is a fact assured by the combined advantages which they offer—beauty and variety of finish, economy, sanitation. They are the decree of common sense as well as of fashion. Satisfactory from every point of view if well constructed and finished, the matter of their preparation is of supreme importance.

Although many substitute wall covering materials, designed to lower cost of construction, have appeared in recent years, nothing has yet been devised which is as

satisfactory as plaster. The base of the plaster is the first matter to be considered. Cracks, due to shrinkage and swelling, are caused, as a rule, by inferior wood lathing. Since the better type of wood lath is practically extinct, builders are now widely using the metal lath, which is not subject to absorption of moisture and subsequent drying out, and possesses the added advantage of a distinct reinforcing property. In the long run it is less expensive, furnishing a more durable construction and an inevitably satisfactory finish, and it is fireproof.

The preparation of plaster walls for painting is simple but the directions must be carefully followed. The plaster must, of course, be thoroughly dry before decoration can be started. The first step is to eliminate the free lime, apt to be present in the plaster, which, if allowed to remain, will mar the final finish with spots or "burns." A solution of zinc sulphate, about eight ounces to a gallon of water, applied with a brush, will prevent this disastrous effect.

Next, the walls should be sand-papered and any cracks or small holes which may be present should be filled with plaster of paris. The surface is then quite smooth and even. But because of its porous nature it is not yet prepared to receive the paint. The suction which takes place if paint is applied to plaster in this connection results in an absorption of the oil, leaving the pigment on the surface in such a way that it would soon dust off. Even the application of two or three coats will fail to produce a durable or an even finish. For this reason it is necessary to prime the plaster, the most successful preparation for this purpose being boiled linseed oil or a good wall varnish. Under no condition should a cheap so-called "sizing varnish" be used.

This process is also essential for wall board, even more porous than plaster. In this case, however, the treatment with zinc sulphate is to be omitted, as there is no free lime present.

The walls are now ready to be painted. Three coats are always advisable for new work, and will prove an economy. The first coat should be sharp, that is, long in turpentine and short in oil. The second should contain a larger proportion of oil. To insure satisfactory results it is imperative in this, as in any other paint job, that the work should not be rushed. Three full days should be allowed for the drying of each coat. For the final coat considerable variety is offered, the choice depending upon the type of finish desired. Color, glossy or flat surface, and decoration such as striping or stenciling are to be considered.

In the case of repainting, the walls must be thoroughly cleaned and then rinsed with clean water. If formerly painted or calcimined, they should be brushed with a wire brush to remove all loose particles. In any event, the results will be more assuredly satisfactory if the surface is gone over with sandpaper. Subsequent treatment is the same as for new work.

WHIPPET ECONOMY SHOWN BY POLICE

Cost City \$46.92 a Month to Operate, When Traveling 4050 Miles

A check-up by Kansas City officials into the operating cost of a police "hot shot" squad of Whippets discloses this fleet of cars is proving the most economical ever operated by that city. This comparison and check-up was made with the operating cost of two other fleets of well known light four-cylinder cars, also used in conjunction with the Whippets.

Figures compiled by statisticians of the Missouri municipality reveal that the Whippets cost the city \$46.92 each per month to operate. The figures also show that the cost for operating one of the other light four-cylinder fleets is \$72.22 each while the third fleet of light four cost \$63.05 each per month. This places the Whippet operating cost \$16.13 less per car each month than its nearest rival and \$25 less than the cost per car of the third fleet.

The investigation also disclosed that the various cars of the three fleets average 4,050 miles each per month. This gives a mileage cost for the fleets as follows: Whippet, .0114 cents per mile; second fleet, .0130 cents per mile; third fleet, .015 cents per mile.

These fleets of cars operated by the Kansas City police department are subjected to severe tests, being in operation 24 hours a day and in the majority of cases they are pushed for speed and their stamina is constantly under pressure.

The record low operating cost established by the Whippet fleet is cited by Willys-Overland officials, not only as an indication of the fuel saving qualities of the Whippet but as a tribute to the sturdiness of the car under the most grueling tests.

The fact that the Whippet operating cost is kept at such a low figure also is an indication that they are always ready for duty, never being laid up for repairs or adjustments.

It is pointed that if the Whippets were unable to stand up under the 24-hour grind the operating cost would be on a par with

the other two fleets on account of the repair bills.
The use of Whippets by police departments has become popular in many other cities of the country where economy of operation as well as serviceability are required and in each case the cost of operation is found far less than that of any other fleet of cars in the same class.

MILLER COMPANY BUYS MILL OUTPUT

(Continued on page 2.)
all Miller Tires which insure uniform flexibility, recovering from

blows to normal shape with the quick springy action of live rubber.
In the research buildings of the Calloway Mills Company at La Grange, Ga., is the most complete cotton laboratory in the South. With the finest facilities for cotton research at La Grange and the only cotton spinning mill laboratory in the rubber industry, great progress is expected in the development of cotton cord that will still further improve the quality of rubber tires.

Portland will spend \$300,000 on fireboats and harbor fire-fighting equipment.

We Keep the Pot Constantly Boiling

You never need to shut down because of the need of welding or machine work. Our portable outfits get there quickly. We don't spend a second guessing about how to do it—we know. Your money back if the job doesn't hold.

Square Deal Welding & Machine Works
345 Ferry St.—Phone 2363

SEMI-HEX

The Pencil Incomparable

Hexagon with Rounded Corners

Ask Your Stationer

Insist Upon the Best

THE COMMERCIAL BOOK STORE
168 North Commercial Street, Salem, Oregon

General Pencil Company
Jersey City, N. J.

Road Conditions Throughout Oregon

Pacific Highway
Portland, Oswego, Oregon City, Salem, Albany, Harrisburg, Junction City, Eugene, Cottage Grove, Roseburg, Grants Pass, Medford, Ashland, California state line: Paved.

West Side Pacific Highway
Portland, Newberg, McMinnville, Corvallis, Junction City, Eugene: Paved.

Old Oregon Trail—East of The Dalles
Ontario, Huntington, Baker, Union, La Grande, Pendleton, Umatilla, Arlington, The Dalles: Oiled macadam entire distance and in good condition. Make inquiry at Pendleton or La Grande as to snow conditions over Blue mountains.

Old Oregon Trail—West of The Dalles
Columbia River Highway
The Dalles, Hood River, Portland, Rainier, Astoria, Seaside: Paved.

Roosevelt Coast Highway
Clatsop, Tillamook and Lincoln Counties
Astoria, Seaside, Mohler: Paved to Seaside, balance macadam.
Mohler, Miami: Highway route via Brighton now open but under construction and traffic for Garibaldi and points south is urgently advised to take road via Foley creek which is graveled throughout.

Miami, Tillamook, Hebo, Newberg, Devils Lake, Siletz river: Part paved; balance macadam.
Siletz river, Otter Rock: New dirt grade, impassible.
Newport, Waldport, Yachats: Beach road; ferry across Yaquina Bay and Alsea river.

Roosevelt Coast Highway—Coos and Curry Counties
Reedsport, Lakeside: No road, construction under way.
Lakeside, North Bend: Macadam, ferry across Coos Bay.
North Bend, Marshfield, Coquille: Paved.
Coquille, Bandon, Fort Orford, Euchre Creek: Macadam.
Euchre Creek, Gold Beach: Narrow mountain road. Use old road.
Gold Beach, Myers Creek: Macadam.
Myers Creek, Brookings: Narrow mountain road, Passable.
Brookings, California state line: Macadam.
Coos Bay-Roseburg Highway
Pacific Highway, Canas Valley, Myrtle Point, Coquille: Macadam.
Ashland-Klamath Falls Highway
Ashland, Klamath Falls: Macadam.
Willamette Valley-Florence Highway
Arlington, Condon, Fossil, Spray, Dayville, Mt. Vernon, John Day, Prairie City, Austin, Unity: Macadam. Make local inquiry as to snow conditions east of Prairie City.

Unity, Cow Valley: New grade, surfacing operations under way.
Cow Valley, Brogan, Jamieson, Vale, Ontario: Macadam.
Ochoco Highway
Redmond, Prineville, Mitchell: Macadamized and in good condition.
Mitchell, Antone, Dayville: Dirt road 1/2. Traffic not advised along this section on account of rain and snow conditions.
Crater Lake Highway
Medford, Trail, Prospect: Macadam.
Prospect, Fort Klamath: Closed by snow.
La Grande-Wallowa Lake Highway
Road to Wallowa Lake
La Grande, Island City: Paved.
Island City, Elgin, Minam, Wallowa, Lostine, Enterprise, Joseph, Wallowa Lake: Macadamized and in good condition. Make inquiry at La Grande regarding snow conditions.
Baker-Cornucopia Highway
Baker, Halfway: 30 miles macadam; 28 miles graded roadbed; 3 miles county road.
Redwood Highway—Connecting With Road to Oregon Caves
Grants Pass, Kerby, Crescent City: Graveled road in good condition.
Kerby, Oregon Caves: Closed beyond Grayback Creek.
McKenzie Highway
Eugene, Belknap Springs, Sisters, Redmond, Bend: Macadam. Closed between Belknap Springs and Sisters account of snow.
Alsea Highway
Corvallis, Philomath, Alsea Mountain: Macadam.
Alsea Mountain, Missouri Bend: Under construction. Passable.
Missouri Bend, Waldport: Macadam.
Baker-Unity Highway
Baker, Foot of Mill Gulch: 10 miles macadam, 11 miles graded roadbed.
Mill Gulch, Hereford: Graded roadbed. Make local inquiry as to snow conditions.
Hereford, Unity: Under construction.
Pendleton-John Day Highway
Pendleton, Pilot Rock, Lastuka Ranch: Macadam.
Lazinka Ranch, Albee: 12 miles of unimproved mountain road. Steep grades and somewhat rough, but passable.
Albee, Ukiah: Surfaced.
Ukiah, Ritter: Rough mountain road. Steep grades. Liable to be blocked by snow at any time.
Ritter, Mt. Vernon: Partially graded and surfaced; fair condition.
Enterprise-Flora Highway
To Lewiston, Idaho
Enterprise, Flora: 27 miles improved road; remaining section rough country road. Make local inquiry as to snow conditions.
Dallas—Willamette Valley
Lumber company mills reopen, after winter shutdown. Plan started here.
Boring—Bear Creek
Logging company shipping 40 cars logs a day.

Fishin'??

Get your bicycle in time for the fishing season
The Cost Is Small

New Bicycles Sold on Easy Terms

Buy Now and Have Your Bicycle for Summer Riding

A Complete Line of Kiddies Wheel Goods

WE RETIRE BABY CARRIAGE WHEELS—And—CHILDREN'S WHEEL GOODS

LLOYD E. RAMSDEN
387 Court Street

Started as Ditch Digger, Now Oil Company Official

NEODESHA, Kan.—AP—A man who entered the oil business as a ditch digger has just become president of the Standard Oil company of Kansas. He is A. S. Hopkins of Neodesha.

Sleeping Motor Coaches Run on Daily Schedule

Motorcycles now run day and night on through schedules between Seattle and Los Angeles, skirting the Pacific Ocean, for more than a thousand miles, says Highway Transportation. At night a passenger pushes a button that sinks the back of his seat to a reclining position. The seats have the action of a Morris chair. The back may be set in four positions. These coaches also have tiny kitchens and a steward who serves meals.

Clay Products

Common Brick Face Brick Fire Brick
Building and Drain Tile in all sizes
All kinds of Hearth Tile
Vitrified Sewer Pipe up to 8 in. in size
Terra Cotta Chimney Pipe

We are Exclusive Distributors for
Lucas Paints and Varnishes for floors, woodwork, walls, porches, and exteriors

CLAY SPAULDING LOGGING CO.
Douglas Fir Lumber
Salem

Telephone 1880 Telephone 1880

SHERWIN-WILLIAMS
PAINTS-VARNISHES-LACQUERS-ENAMELS

CHEAP PAINT

There's a joker in the "cheap" paint can!

"Cheap" paint looks like paint and smells like paint—and the low price seems to be attractive. But here is the two-sided "joker." A gallon covers only about half the area covered by SWP House Paint—a strictly quality paint. Nearly twice as many gallons are needed. Figure that out and the low price isn't low at all.

Then it lasts only about half as long on the house—needs to be renewed oftener—costs over twice as much per year as SWP.

Come in. Let us tell you the whole story about real paint economy. We will save you money.

GUARANTEED!
SWP House Paint is guaranteed to look better, last longer, cost less per job and less per year than any house paint on the market.

SWP HOUSE PAINT

See "Paint Headquarters"
COBBS & MITCHELL LUMBER CO.
349 South Twelfth Telephone 813

PAINT HEADQUARTERS