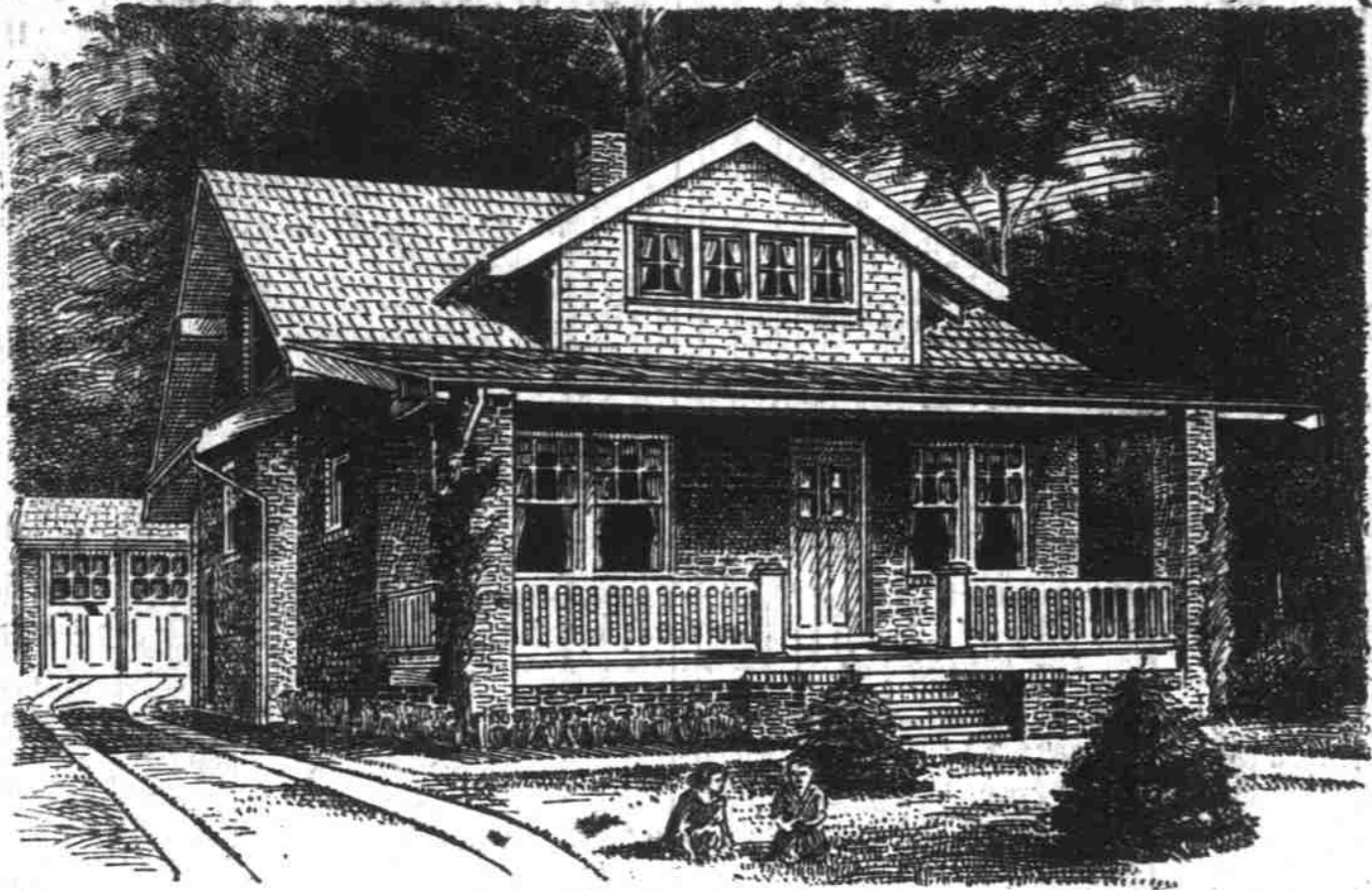


New England Type of Common Brick Bungalow



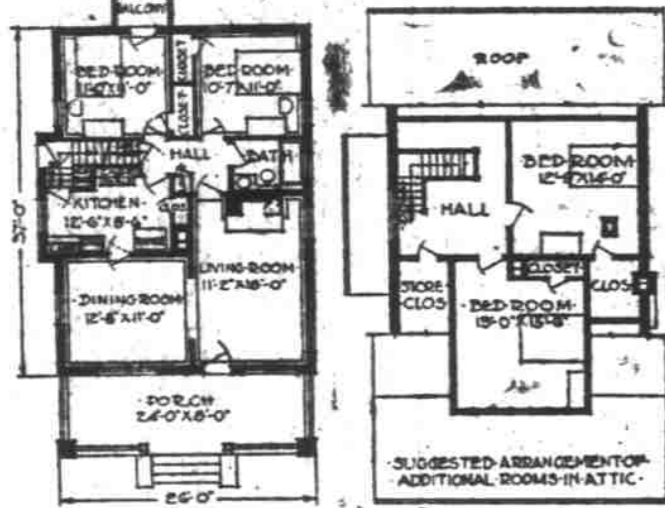
THE CHCKASAW—Design A525

COZINESS is the predominant feature of this exceptional common brick bungalow of a type which is coming into increasing favor especially in New England where bitterly cold winters make good construction imperative. It used to be that Colonial homes were always far out in the lead in that territory, but lately there is a decided trend to bungalows.

This type of bungalow can be built at approximately the same cost as in frame construction by the use of either the all-rolok hollow wall or the Economy solid wall in masonry construction. Of the two perhaps the Economy wall is the cheaper although the all-rolok wall should be the easier to keep heated.

For that matter, though, there are Economy wall houses by the dozen in the territory surrounding Guelph, Ontario, which in 50 years or more have never failed to resist successfully the cold of Canadian winters, which equals that of New England.

This bungalow is designed to meet the requirements of a small family and the man of moderate means. It is simple both in design and construction yet so compactly arranged that there is not a foot of space wasted. The front porch, a distinctly bungalow feature, is promising of a great deal of comfort in summer, just as the open grate in the living room leads one to look ahead in anticipation of long, comfortable winter evenings before a crackling wood fire. The wide open archway to the dining room makes the two rooms virtually one, an ideal arrangement.



SUGGESTED ARRANGEMENT OF ADDITIONAL ROOMS IN ATTIC

In the center of the bungalow a small hall provides entrance to both rear bedrooms, the bath and the kitchen which is directly back of the dining room. Off it also leads a stairway to the upper floor which may be finished if so desired to provide two additional bedrooms. It is in every respect very conveniently arranged and for a small home offers an unusual array of living room and attendant comfort. It is a type well suited to a wooded lot.

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

MARKET FOR WEEK SHOWS GOOD GAIN

Many Mills Said to Be Holding for Outside Quotations All Around

The market during the past two weeks has done very well, all things considered. The demand for most uppers is strong and the supply limited, which, of course, causes strength in this department.

The Atlantic Coast and export requirements are calling for an increased percentage of the cut, whereas the rail trade and car material business is not quite as brisk as it was.

Tremendous quantities of lumber are moving into California, the California market is, on that account, generally termed as in "rotten" condition. Why intelligent lumber manufacturers keep on shipping their lumber into California at prices which can not, by any stretch of the imagination, yield a profit, is a very difficult question to answer. For some strange reason many manufacturers have come to look upon the great California market as a place in which to get rid of lumber, if not at an actual loss, at least at no profit.

This great market, taking about one-fifth of all the lumber produced in the Northwest every year, should be a profitable one, and could be if the shippers would refrain from dumping their products either at San Francisco or San Pedro.

The market is a little mixed in that there is a wide range of prices. Many mills which are reasonably supplied with business are holding for outside quotations all around. Whereas, every now and then when some mill order file gets low, it steps out and makes quotations on new business which seem ridiculously low to other manufacturers not needing new business at the moment.

All present indications point to an increased demand for lumber in all markets, unless it is California, during the last half of the year. There is nothing the matter with the California demand at present. All the trouble is in the prices. Export prospects are good, rail business should be brisk, car material orders will undoubtedly commence to be felt in the next 60 days.

Meanwhile the market will undoubtedly feel in advance the effect of the July shut-downs. Many mills will suspend operations for a considerable period over the Fourth of July, and buyers will find it increasingly difficult to place orders with mills during the next 30 days, because of the unwillingness of manufacturers to take on business very far in advance.

While very little is now heard of curtailment and while considerable propaganda has been spread tending to belittle its importance, the majority of mills, both in Washington and Oregon, are curtailing. Some of the very largest mills have been shut down

for various durations during the curtail at their convenience. The past two weeks, and others will be less mixed, the curtailment on the part of the loggers will no doubt be felt within the next 60 days.

The red cedar shingle market is steady, with prices just about as low as they have been at any time. Curtailment in logging operations will have some effect on the cedar log supply, and this is something which is being given some consideration by shingle manufacturers who contemplate operating steadily during the next three months.

MARMON OFFERS SERIES OF COLORS

mony, that combinations very satisfying for smaller surfaces or for softer materials often are garish or ugly when applied to the motor car. In several cases manufacturers have turned to nature for inspiration. Birds, animals, feathers, and so on have been used as sources, and still further effort is now being made to make of motor car color an example of what study combined with imagination and taste can do for color harmony.

For some time Marmon has been working with color experts of Valentine and Company to produce a series of color schemes that would follow the mode and yet be of an artistic excellence that would appeal to the more conservatively inclined motor car owner who desires individuality without sacrifice of taste.

After considering various sources for the best guide, especially in nature, whose effects are beautiful even when bordering on the daring, Marmon has decided that jewel stones, together with their rock formations or matrices, form the most reliable guide for color harmonies that would be entirely suitable for this particular medium, the automobile.

In developing a series of such harmonies, Marmon worked directly with the jewel stone and its matrix. Colors are not only matched with great precision, but proportions of color follow closely those found in the gems and the very stripings present in the stone serve as a basis for motor car stripings that have the effect of optically lowering the car, so that its lines appear to be unusually long and sweeping.

Marmon is, in addition to this innovation in exterior color harmony, laying considerable stress on interior decoration, both in material and color. For the most part walls and ceilings of the new cars form a more or less neutral background for more vivid color notes in hardware, seat coverings of selected imported upholstery cloths combined in interesting ways as to color and material, wainscotings of fine woods, and other details. The fittings are often of bronze and specially woven and dyed silks are used for window appointments, toggles, and other fittings.

The use of needlepoint laces in various color harmonies is an innovation in Marmon interiors and door panels are made decorative by rattan outlining and other devices.

The same guide for harmon-

fundamental Chrysler principle, and to our mind it is the explanation of the Chrysler owner loyalty that is so consistently revealed in repeat orders."

LONDON — Confession before members of the Royal Society of

Arts by Lieut. F. C. Soden, a parachute expert of the Royal Air Force, that he is "scared limp" every time he makes a parachute jump, has caused much comment in scientific circles, as most parachutists get accustomed to it.



Practy Cal says:—

"To be of service to others is a laudable ambition. It is encouraging to know that such transactions may be profitable to the one who serves."

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CHRYSLER DEALERS CLAIM NEW RECORD

(Continued from page 1.)

sult of the Chrysler basis policy of Standardized Quality," said J. W. Frager, Chrysler sales manager. "What that policy means to the public is readily understandable. When the owner of a Chrysler '50' wants a larger, heavier, faster and more powerful car he knows he can find exactly the same type of car one step higher in the '60'. Another step is the '70' and still another is the Imperial '80'. Each Chrysler car is built to the same standards in proportion to the tasks it is expected to perform. That is the

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. Oiling operations underway between Briggs and John Day river, Mission and foot of Emigrant Hill.

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 under construction and traffic for Garibaldi and points south is urgently advised to take road via Foley creek which is traveled throughout. Miami, Tillamook, Hebo, Newkwin, Devils Lake, Siletz river: Part paved; balance macadam. Siletz river, Otter Rock: New dirt grade, impassible. Otter-Rock, Newport: Macadam. Newport, Waldport, Yachats: Beach road; ferry across Yaquina Bay and Alesia 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, Port Orford, Euchre Creek: Macadam. Euchre Creek, Gold Beach: Use new road to Bagnell Ferry. Gold Beach, Myers Creek: Macadam. Myers Creek, Brookings: Narrow mountain road, Passable. Brookings, California state line: Macadam.

Coos Bay-Roseburg Highway
Pacific Highway, Casmas Valley, Myrtle Point, Coquille, Macadam. Ashland-Klamath Falls Highway
Ashland, Klamath Falls: Macadam.

Willamette Valley-Florence Highway
Junction City, Chessboro, Goldson, Blachly, Rainrock, Mapleton: Macadam. Mapleton, Florence: Dirt road, impassible after heavy rains.

Corvallis-Newport Highway
Corvallis, Philomath, Wren, Ed-dyville, Toledo, Newport: Macadam.

Roosevelt Coast Highway open north to Otter Rock.
McMinnville-Tillamook Highway
McMinnville, Sheridan: Paved. Sheridan, Willamina, Grand Ronde, Hebo, Tillamook: Part paved; balance macadam. Oiling operations under way between Sheridan and Hebo.

Tualatin Valley Highway
Portland, Hillsboro, Forest Grove, Carlton, McMinnville: paved.

Mount Hood Loop Highway
Portland, Government Camp, Hood River: Paved to Grosham; balanced oiled macadam. Closed by snow between Government Camp and Parkdale. Oiling operations underway between Sandy and Cherryville.

The Dalles-California Highway
The Dalles, Infur, Maplin, Redmond, Bend, Lapine, Crescent, Fort Klamath, Klamath Falls, Merrill, California State Line: Macadam.

Oregon-Washington Highway
Pendleton, Washington State Line: Paved. Pendleton, Pilot Rock, Vinson, Heppner Junction: Macadamized except between Vinson and Lena which is under construction. Klamath Falls-Lakeview Highway
Klamath Falls, Bonanza: Macadam.

Bonanza, Drews Valley Section:
Under construction. Drews Valley, Lakeview: 11 miles macadam. Balance fair dirt road. Chains required.

Bend-Lakeview Highway
Bend, Lapine, Silver Lake, Summer Lake: Partly macadamized; balance fair dirt road. Summer Lake, Paisley: 9 miles macadam; balance fair dirt road. Paisley, Lakeview: Macadam. Lakeview, New Pine Creek: Partly macadamized; balance fair dirt road.

Central Oregon Highway
Bend, Burns: First 12 miles macadam; balance fair dirt road. Burns, Crane: Macadamized. Crane, Vale: Rough but passable.

Sherman Highway
Biggs, Wasco, Moro, Grass Valley, Kent, Shaniko, Madras, Redmond, Bend: Macadam.

John Day Highway
Arlington, Condon, Fossil, Spray, Dayville, Mt. Vernon, John Day, Prairie City, Austin, Unity: Macadam.

Unity, Cow Valley: New grade, surfacing operations under way. Cow Valley, Brogan, Jamieson, Vale, Ontario: Macadam. Ochoco Highway
Redmond, Prineville, Mitchell: Chat.

Macadamized and in good condition. Mitchell, Antone, Dayville: Dirt road. Dirt road, rough, but possible.

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.

Baker-Cornucopia Highway
Baker, Halfway: 30 miles macadam; 28 miles graded road; 2 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.

Alesia Highway
Corvallis, Philomath, Alesia Mountain: Macadam. Alesia Mountain, Missouri Bend, Under construction. Passable. Missouri Bend, Waldport: Macadam.

Baker-Unity Highway
Baker, Foot of Mill Gulch: 10 miles macadam. 11 miles graded road. Mill Gulch, Hereford: Graded road. Hereford, Unity: Under construction.

Pendleton-John Day Highway
Pendleton, Pilot Rock, Lazinka 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. 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.

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There are 356 motorcoach lines in Ohio touching every county in that state, according to a handbook issued by the Ohio Bus Owners' association, and practically every line serves communities which have no other means of transportation. Of every dollar of receipts by these companies 12 per cent is paid out in some form of taxation, these taxes including Federal sales tax, state license fee, public utilities tax, gasoline tax and personal property tax.—Motor Chat.

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