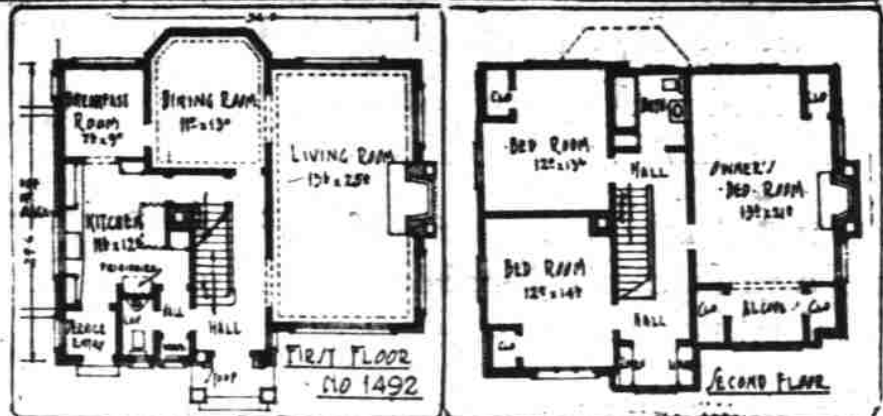




Home of Charming Design

This charming brick home of six rooms and breakfast nook is designed to take full advantage of a rear view lot. Seldom is a plan devised in which breakfast room, dining room, living room and two bedrooms secure the full advantage of a rear view in such economical fashion. Service entry is on the front but not conspicuously so. Plans for this home may be secured through Pacific Northwest Brick & Tile Association, 913 Arctic Building, Seattle.



### PAINTED FURNITURE PROVING POPULAR

Keystone of Successful Modern Interior Found In Use of Color

By Jean Overton

The keynote to a successful modern interior is the pleasing use of color. In planning a room, once the type of furnishings have been determined, the pivotal point is the color scheme. The change from our lately sombre interiors has been emphatic, for not only have draperies, upholstery, etc., been affected, but walls, woodwork and even furniture. Painted furniture has at all times been acceptable for many uses, and throughout the history of furniture some of the most artistic pieces have been in color. But at no time has it fitted in so perfectly with the general scheme of furnishings as at present.

Chintzes and cretonnes of gay colorful design, plain rugs of deep, rich hue, light walls and woodwork—for such a setting, which is typical in the modern home, painted and lacquered furniture seem especially designed. It is perhaps even more welcome in a sombre room that has not been renovated to meet the modern demand for color. Here is single piece, brightly lacquered in Chinese red or jade green, may do much to brighten things up. In a dull bedroom or dining room, painted furniture throughout will be the better choice.

The vogue for color, especially in furniture, is a happy one, for it brings within the reach of people of moderate means pieces of the most artistic kind. In addition to the more usual type of painted or enameled furniture—breakfast sets in blues, greens or yellow, bedroom sets in ivory, gray or green, nursery and kitchen furniture—there are many modern reproductions that bear much of the artistic quality of the antique pieces, the exquisite Venetian cabinets, the dainty bedroom furniture of the period of Louis XVI, and the lacquered chests done with such perfection in the Orient.

The beauty of this furniture depends largely upon decoration. The finest pieces are finished with an antique glaze, a transparent coating generally of raw sienna or burnt umber, wiped over to give high lights here and there in the dull, artistic finish. Decoration in soft semi-transparent colors—free hand or stencil designs or even decalcomanias—adds to the richness of these pieces. The design is completed before the antiquing is done and its colors given a soft, rich tone with the glaze coating is used more heavily about the decorative designs, as well as in grooves, corners, etc. High lights show on the large, flat surfaces.

A secretary or cabinet is often lined on the inside with a contrasting color. A very attractive combination for a cabinet or secretary is jade green or yellow ochre, antiqued to a dull shade, and decorated with a free hand design in several soft tones. A trim of dull gold striping decorates the drawers or doors. The inside is painted a flat burnt orange, which is not antiqued.

It is often possible to find in antique shops pieces of unusually good lines that may be had at low cost because the finish is hopelessly marred. Such pieces may be refinished after using a paint and varnish remover, or in some cases sandpapering will be sufficient. New unfinished pieces of good lines are also to be had at moderate cost.

Painted furniture has the advantage of being inexpensive. But its intrinsic beauty, rather, and its fitness for the modern scheme of furnishings have established it in favor. In no way can the bedroom be made quite so dainty or the sunroom quite so cheerful as with furniture of this type. In no way can the living room be given greater distinction than with a single fine lacquered piece. It is the choice of those who can afford the best and is yet within the reach of those with whom practical considerations of necessity come first.

### LUMBERMEN OBTAIN HOOVER'S REGARDS

Jardine Joins In Extending Congratulations Upon Greeley Appointment

LONGVIEW, Wn., March 3.—Lumbermen of the Pacific Northwest have been congratulated by Herbert Hoover, Secretary of Commerce, and W. M. Jardine, Secretary of Agriculture, on obtaining the services of Col. W. B. Greeley, Chief Forester of the United States, as secretary-manager of the West Coast Lumbermen's Association, with which the West Coast Lumber Bureau recently was consolidated.

In a telegram to J. D. Tennant, president of the West Coast Lumbermen's Association and of the West Coast Lumber Bureau, Secretary Hoover said:

"I profoundly regret to hear of Colonel Greeley's resignation as chief forester, but I congratulate the West Coast Lumbermen's Association on securing his services. It represents a step in constructive handling of forest problems, which will mean much to the whole industry."

Mr. Hoover has been in close touch with the West Coast Lumber industry for a number of years and has been particularly interested in developments affecting it. It was due to his offer in promotion standardization of commodities manufactured in the United States that American Lumber Standards were worked out. Organized lumber manufacturers in various parts of the country have adopted these standardized specifications. As a result practically all lumber items now are manufactured in the same size in

all the lumber producing regions. Members of the West Coast Lumbermen's Association were among the first to accept and support the American Lumber Standards.

A telegram from Secretary Jardine said that in selecting Colonel Greeley, who has long been identified with forestry and the public interest in forest conservation, for a position of leadership in the future work of the association, West Coast Lumbermen have taken a constructive course. Successful forestry in the United States, the secretary of agriculture pointed out, depends largely upon the stability and permanence of the forest industries. It includes sound industrial organization, sound merchandising of forest products and effective utilization of raw materials no less than commercial growing of timber.

As a major in the 10th Engineers in France during the World War, Greeley was in control of 95 sawmills, more mills than have been operated by one man. These sawmills turned out more than 2,000,000 feet of lumber daily for use of the Allies. For his war work he received a citation for meritorious service, the Distinguished Service Medal, the Legion of Honor and the Distinguished Service Order.

"This is good news, wonderful news, for the lumber industry," said Wilson Compton, secretary and manager of the National Lumber Manufacturers Association in Washington, D. C., upon receipt of the official announcement that Col. Greeley had accepted the management of the West Coast Association.

"In the first place," Mr. Compton said, "it demonstrates the essential unity of the science of forestry and the lumber industry, and will be most encouraging to the latter. Col. Greeley, I am sure, would not have accepted the leadership of the Douglas fir industry if he had not been convinced that he had a broad and favorable field in which to follow his chosen profession. In the second place, his appointment signified the beginning of a new and better period in the organized Douglas fir industry."

### BUILDERS COUNCIL IDEA GETS SUPPORT

Organization To Be Affiliated With American Federation of Labor

The organization of a builders trade council to be affiliated with the buildings trades department of the American Federation of Labor was brought about at a mass meeting of the eight organizations in this city. Each was unanimously in favor of the plan.

Temporary officers elected were S. McFadden, carpenters, president; Fred Leise, plumbers, vice president; E. Burrell, painters, secretary; and Harry Wiles, building laborers, treasurer. A committee of seven were chosen to draw up a constitution and by laws. Those on the committee are Hatch, lathers; Price, electricians; King, laborers; Traglio, painters; Arthur, sheet metal workers; Thorton, plumbers, and Gravel, carpenters.

The constitution will be submitted to members of the council at another mass meeting March 14 and then submitted to the eight individual organizations for ratification.

Two thousand six hundred and eighty-eight miles through roads deep with mud in Alabama and eastward Mississippi were covered in a Franklin sedan at a speed of 34 miles the hour by T. A. Vincent of Wabasso, Florida, on a trip from that city to Nogales, Ariz. Mr. Vincent traveled the distance in seven days.

### IDEAL HOLLOW WALL MEETS WITH FAVOR

No Such Thing As Dampness Through This Wall; Approved By Many

Brick manufacturers in the Northwest are recommending without reservation to home builders the use of the hollow wall built of brick known as the Ideal Rowlok-bak Wall. This wall used in England for centuries has again been revived and is coming into general use through out the United States. The wall is built with one layer of brick laid flat as in the ordinary type of brickwork and one layer laid on edge with a separating air space of about 2 inches, both sides being tied together with header brick extending through the entire wall thickness.

According to United States Bureau of Standard's tests, this wall is about 90% of the strength of solid walls of equal thickness so that from the strength standpoint the wall is more than ample for residence construction and is used as well for larger structures such as churches, garages, apartments and other types of buildings where only moderate loads occur.

The exceptional value of the wall for residence construction lies in its excellent insulation. It should not be used, however, without being furred on the inside before lathing and plastering. This furring is accomplished by nailing 1x2 inch or preferably 2x3 inch strips up and down the wall upon which the lath are then nailed ready for plastering. Without this furring all masonry walls have a tendency to "sweat" due to rapid temperature changes that take place in homes coincident with the presence of the desired amount of moisture in the interior air. All heavy masses take some time to become heated or raised to a higher temperature and by the same token retain their heat for some time after being heated, thus the very quality which makes for even heating of the home due to masonry walls tends also to sweating.

This heat-holding attribute is best illustrated by the common practice not so many years ago of heating a stone or brick to keep the feet warm during a long, buggy ride. Likewise "sweating" is illustrated by the condensation into small particles of water of air moisture on the outside of a glass of cold water in a warm room.

The presence of this condensed air moisture on the inside of masonry walls upon which the plaster has been placed directly in contact with the masonry when the temperature of the rooms has been

### Automobile Emblems Are Significant, Each Line Carries Its Coat-of-Arms



Victory Six's New Radiator Emblem.

Automotive manufacturers devote considerable attention nowadays putting what amounts to a coat of arms on their products in the form of emblems. Dodge Brothers recently designed a distinctive and artistic radiator emblem for the new Victory Six. It is a winged shield, in the upper right hand corner of which is an oak tree on a red background, signifying that the car is as sturdy as an oak. In the upper left hand corner, shining from a field of glossy black enamel is a bolt of lightning, symbol of speed. Be-

neath these is a horizontal panel extending across the face of the shield carrying the name "Dodge", the letters of which are dark blue enamel with French Gray outline and nicked edges on a white background. The bottom of the shield is blue surmounted by a large white numeral "6". The conventional design of lightning and the oak tree are executed in white metal. Oxidized nickel is used in the wings. Borders of the design are in French Gray, which blends very nicely with the other colors.

raised quickly is often mistaken for moisture penetration through the wall from the outside which it distinctly is not.

The two hollow air spaces, one formed by the use of the hollow brick wall itself and the other by the use of the furring strips between the wall and the plaster, eliminates all possibility of either moisture penetration or condensation besides acting as excellent insulation against heat and cold.

This wall has the identical appearance of a solid wall on the outside. Any kind of face brick desired can be used.

### CHRYSLER OFFERS FINE FABRIC BODY

New Type of Construction Being Employed In Custom Automobile

An announcement of more than usual interest is made by the Chrysler sales corporation through the Fitzgerald-Sherwin Motor company to the effect that this company is now offering for special orders a custom fabric body limousine on its "72" chassis. The new car at-

tracted much favorable attention in the Chrysler display at the Commodore hotel during the New York automobile show.

The fabric automobile body has won considerable popularity in Europe and some observers of motor car trends are forecasting for it a vogue in this country.

The process of manufacture, as described by its sponsors, provides for making the body frame from selected kiln-dried hardwood, which is accurately machined, carefully glued and secured with joints reinforced when necessary. This is covered with expanded metal lath, giving strength with extreme lightness, the manufacturers explain. Cotton wadding is used as the next layer in the fabric to assure smoothness of surface. The construction is finished with a covering of Meritas Leather cloth, a fabric with a hard weather-proof surface which is said to retain its beauty almost indefinitely.

In the "72" custom fabric body limousine, now offered by Chrysler, the fabric construction is employed rearward from the cow bar, the hood being of metal, as usual.

Appointments of the new limousine are of characteristic Chrysler luxuriousness. A disappearing glass partition is provided, and the high quality of Broadcloth upholstery used in both front and rear compartments makes the car suitable for either owner or chauffeur driving. Two theater seats raise passenger capacity to seven. Arm rests are provided on both sides of the rear seat. Carpet covered ha-socks, silk assist cords, domelight,

WOULDN'T BELIEVE A WORD ANY MAN TOLD ME!

MEN MAY BE AS DECEITFUL AS EVER

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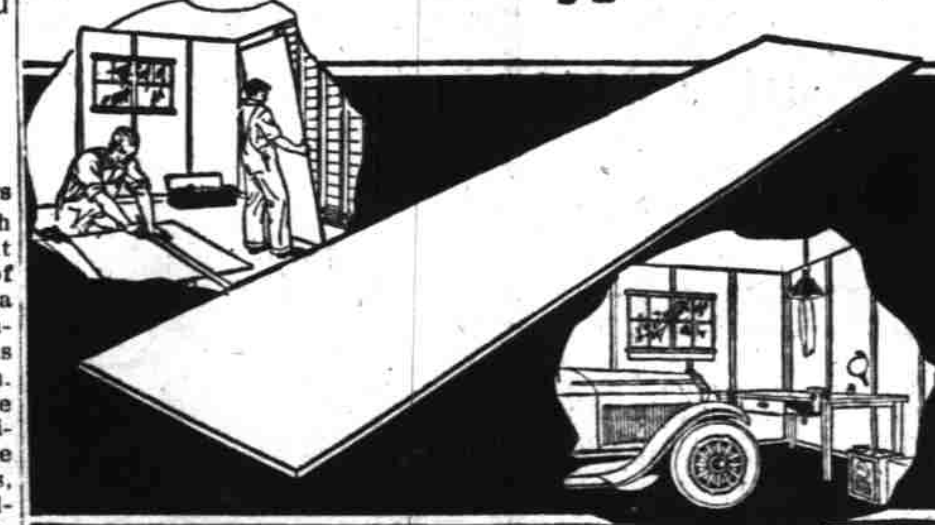
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### A Buick for the Governor



Residents of Knox County, the home of Governor F. D. Sampson of Kentucky, presented him with this specially-equipped Buick sedan upon the occasion of his recent inauguration. At the left is O. R. Harrod, of the rankfort Buick Co., beside Warner Sayers, sales manager of the Leyman Buick Co., Cincinnati. At the right are Daniel Boone Smith, "baby" member of Kentucky's House of Representatives, who made the presentation in behalf of Knox County residents, and Governor Sampson.

### Certain-teed Gypsum Board



MAKE your garage more than just a place to put the car. A little time, plus a small investment in Certain-teed Gypsum Board, will turn the garage into a light, dry room protected against extremes of weather—an ideal spot for your work-bench and tools.

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See us about this all purpose Gypsum Board.

Butler finish hardware, cigar lighter, and pockets in both rear doors add to the car's equipment. The color is a lustrous black, with a belt moulding in black "polished" lacquer. Striping above and below the belt moulding is dark red.

The Franklin foot accelerator does not heat during the summer driving. In many cars the engine heat is transmitted through the foot accelerator to the foot of the driver. The air-cooling of the Franklin engine prevents this.

Two doctors of Haverhill, Mass. were discussing automobiles. One hoped they would bury his Franklin with him when he died. Number two was curious. "Because," said Sawbones No. 1, "that car has pulled me out of every hole I ever got into."

Twelve thousand miles in a Franklin Victoria at a cost of \$332.42, or an average of 2.6 cents per mile is reported by C. K. Weyer of the Theater Underwriters of Philadelphia.

B. L. Leedy of Youngstown, Ohio is the possessor of a 1914 Franklin Touring car which has been running steadily for 13 years.

The battery is "shot" but by cranking the car will step out and do 55 miles an hour without much effort.

Traffic Cop—What's your name?  
Truck Driver—It's on the side of me wagon.  
Cop (trying to read name)—It's obliterated.  
Driver—Yer a liar, it's O'Brien.

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With the graceful lines that are now the vogue in brick construction, no material exceeds it in beauty or offers such substantial dignity. There's something about a brick home that betokens solid worth—that makes it something more than a temporary shelter.

Ask your local brick manufacturer for estimates on brick construction or consult this bureau as to plans and various types. There will be no obligation incurred, but the information may be of much value to you.

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