

A Gem of a Bungalow of the Sensible Sort



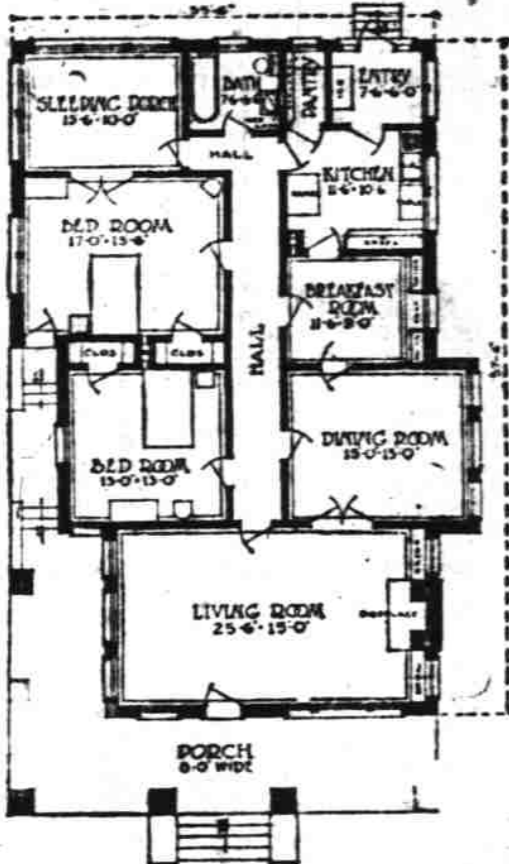
THE SHAWNEE—DESIGN 288

TOO FREQUENTLY in the bungalow, comfort and convenience are forgotten by the designer in his effort to attain beauty of exterior appearance. The result is an array of angles and wide expanses of roof which terminate in four-foot eaves bracketed in what is intended to be an attractive manner but which often falls far short of the mark.

Nothing of the sort features this very common sense plan which impresses one at first sight. On its foundations it is rectangular, the type of bungalow most easily and economically built. The common brick walls rise only to the height of one story and the roof is without frills, though attractive.

The large outside living porch extends not only across its entire front but back along the side past the first bedroom to a side entrance to the second, affording enjoyment at all hours of the day. And to complete its possibilities for outdoor comfort is a fine large sleeping porch

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



in the rear. A more convenient and step saving interior arrangement could hardly be conceived. Entrance to the living room is from the center of the front porch. This room is unusually large, lighted by windows on three sides, a permanent insurance of cheerfulness in all seasons, and has a large open fireplace for either gas or wood fires.

A center hallway, reached from the living room, divides dining room and kitchen from the sleeping rooms and leads to the bath at rear. The dining room is large and well lighted. Immediately back of it is a breakfast room, with the kitchen and enclosed service porch and pantry at the rear.

Two well closeted sleeping rooms are just across the hall, easily reached from either kitchen, breakfast room or dining room. In the rear corner is a large sleeping porch with window exposures that take in almost completely both sides. It is very complete and exceptionally well planned.

PROPER LACQUER USAGE EXPLAINED

Care in Each Step of Procedure Must be Exercised for Results

By Helen Martin

There is no end to the praises that may be sung in behalf of lacquer, and its aid to decoration. It has been perfected so as to be successfully handled by the inexperienced, it is available in the most interesting colors, and it is within the range of the most limited budget. All of these are excellent reasons for its present popularity. But the most impressive of its virtues is the rapidity with which it dries. In less than a half hour after the lacquer has been applied, a piece of furniture is ready for use, resplendent in its well chosen color, smooth and with a durable finish.

Care in each step of the procedure must, of course, be employed to secure the desired effect. It is essential that the surface of the piece to be finished be absolutely hard, dry and in good condition. If it has ever been painted or varnished before, and shows wear or peeling, it must be sandpapered before the work is started, the dust brushed off and the surface wiped with turpentine; then to insure evaporation, allowed to stand for at least twenty minutes. Or better still, a paint and varnish remover may be used. It is customary, in the case of new, unfinished wood, to use a wood filler, which is brushed and rubbed on, and the excess rubbed off before it hardens.

To guarantee a uniform distribution of color, and to avoid air bubbles, immediately after the lid of the lacquer can has been removed, stir gently with a smooth stick, from the bottom of the can upward (rather than shaking the can before it is opened). Then, pour a small quantity of the lacquer into a shallow dish, instead of using it from the original container.

Next, choose a soft, short hair brush, varying it in size to suit the surface. Unlike paint lacquer is flowed on with a full brush, smoothing itself out. It is never worked backward, and forward with short, heavy strokes and strong pressure, but is applied with a long, single stroke. Avoid reworking, as far as possible, as lacquer is inclined to set if worked too long. If it fails to smooth itself out, wet the brush in a thinner, on hand especially for such an emergency. The thinner will dissolve the lacquer, so that it can usually be brushed out, and any unevenness eliminated. Any thickening of the lacquer, in the can, may be overcome by adding a small quantity of the thinner, which is also good for cleaning the brushes, the hands and spots on the floor or clothing, after the lacquering has been finished.

Over an article which was previously a different color, two coats of lacquer are necessary, if a lighter shade is used. On this second coat it is even more important that the brush be kept well filled, in order to avoid pulling up the first coat. On some new woods, two coats may be required, and in such a case, it is advisable to allow at least an hour between applications. The second coat may be applied sooner, as the first will set in from ten to fifteen minutes, but if given a longer time between coats, it will set much better.

The combination of a dull gold trim, on an antiqued piece, with such generous colors as vermilion, jade green, Chinese red, and black, gives a complete Oriental finish. And it was in the Orient that lacquered furniture first reached the perfection that is again being attained in America.

GOVERNMENT TESTS GIVE HIGH RATING

It has recently been learned from authoritative sources, according to Fitzgerald-Sherwin company, that exhaustive tests just completed by the Motor Transport division of the United States army have resulted in an exceptionally high rating for Chrysler cars in performance, economy and durability.

The tests have been under way for about 14 months. During this time two Chrysler touring cars of the "50" and "60" models have been driven day after day in all kinds of weather and over every kind of road by various drivers who were mostly private soldiers in the army, and none of whom had any special familiarity with Chryslers. In the entire period of 14 months each car covered a total distance of 30,000 miles.

Advices reaching the Chrysler corporation state that itemized charges for all expenses during the 14 months test, including fuel, oil, labor, parts, tires and depreciation, resulted in a total cost per car miles of less than three and a half cents for the model "50" and under three and nine-tenths cents for the model "60."

Army engineers at Camp Holabird, Md., kept a painstakingly close check of the performance of the two cars throughout the entire trial. Each car was charged with all operating expenses and depreciation according to fixed schedules laid down by the government for application to all cars tested. At the end of 15,000 and 30,000 miles the cars were torn down and inspected and the cost of these two minute inspections of every part was included in operating expense under the heading of labor.

Unofficial information received by the Chrysler corporation is to the effect that army officers who supervised the test express much enthusiasm over the showing made by the two Chryslers and regard the operation figures as remarkable, as they were lower than those ever shown by any other cars that have undergone the test, either four or six cylinder. It is also reported that throughout the entire 14 months of exposure to severe weather, highway and driving conditions the Chryslers have never failed to function faultlessly and after being torn down for inspection and reassembled they ran as smoothly as ever in spite of the rough usage to which they had been subjected.

The test was made largely in cross-country army maneuvers over all kinds of roads and at times no roads.

Contract for Extension of Durant Plant Given

A contract for a \$750,000 extension to the Lansing, Michigan Durant plant was recently placed by Durant Motors, Inc., according to word received by Norman De Vaux, general manager of the Pacific Coast Durant factory. This extension was necessitated by the huge file of orders for Durant

Have You Changed

TO A SUMMER LUBRICANT IN YOUR CAR?



The Station With a Clock

"JIM" SMITH & WATKINS
OPEN 8,760 HOURS EACH YEAR
(That Means We Never Close)

Center and Liberty Streets

Phone 44

cars in the east, and it will increase the capacity of the Lansing plant to 1000 cars a day. The advice states that work on the extension will begin immediately, and that the plant will be in full operation by August 1. At present the machine shops of the Lansing plant are working on a 24 hour schedule, machining malleable castings and forgings for use in the factory here and the Durant factory in Elizabeth, N. J., Chicago and Cook county, Illi-

nois, registration figures showing that the Durant-Star scored the largest percentage of gain for the first quarter of 1928 of any car selling there. Durant-Star gained

196 per cent over the corresponding period of 1927. The increase is partially attributed to the introduction at show time of the Durant Sixes.



PLAN YOUR WORK
--THEN WORK YOUR
PLAN-- WITH
GABRIEL POWDER
& SUPPLY CO.
FINE LUMBER!

"Plans are merely intentions, specifications are published purposes, but the use of the right lumber is accomplishment."

LUMBER
and All Building Materials
Gabriel Powder & Supply Co.

Office, Yard and Warehouse
610 North Capitol Telephone 2248



BEFORE -
AFTER -
IF THE BEAUTY PARLORS KEEP ON THERE WON'T BE A BACHELOR LEFT IN THE WORLD

The world demands more beauty as well as greater utility in plumbing fixtures—and the assurance of "work well-done."

"When you need a plumber, you need a good one!"

H. EGNER

1225 N. 22nd

Telephone 1310W

Fine Fixtures

Standard Equipment

TRAFFIC PROBLEM SOLUTION NEEDED

Well Thought-Out Regulations and Cooperation of Motorists Sought

WASHINGTON, D. C., May 5.—Correct solution of traffic problems so as to achieve the greatest possible benefit for motordom as a whole must come from a careful study of the various situations involved in satisfactory vehicular movement on the basis of engineering data, says a statement issued today by National Headquarters of the American Automobile Association. No survey made with a view to correcting traffic difficulties can be successful unless it is carried on scientifically and with a consideration of all the facts involved, it is declared.

Pointing out that arbitrary attempts to remedy traffic evils invariably prove unsuccessful, the statement goes on to say that the regulation of vehicular movement is becoming more and more a problem for the engineer. The A. A. A. takes the position that once a reasonable endeavor is made by traffic authorities to base their regulations on scientific data which have been analyzed carefully, it is the duty of every motorist to lend his fullest support to the system of control which is put into effect.

"There can be no such thing as successful amateur formulation of traffic laws," says the statement. "That trial and error method has so often been found to be ineffective and at times positively harmful that it should be discarded summarily. Regulation of traffic is a task for the trained engineer, and cities in which the problems are greatest in number and most serious in complexity are recognizing the need for engineering opinion."

"To many a casual observer the regulation of traffic consists merely in the formulation of a rule and its arbitrary enforcement. That would be tenable if the ultimate purpose were merely

to lay down restrictions. But the primary aim of traffic regulation is nothing of the sort. Freer movement of vehicles is the objective of modern thought on the traffic control question, and certainly arbitrary regulation defeats such a purpose."

Many a person who has an original idea, so-called, on the ways and means of handling traffic in a more orderly manner, the A. A. A. statement points out, errs in accepting the obvious solution to a given problem when immediate complications may make the suggested remedy wholly ineffectual. "Take for example, the question of prohibiting left turns," the statement continues. "One person may go to an intersection and say that the best thing to do is to eliminate all left turns. He visions the unhampered movement of through traffic. But he overlooks the fact that if the motorist is not permitted to turn left at that particular intersection he is going to make his turn in some other way. If he does not attempt to turn between streets, he will be forced to go around the block and in place of the one left turn there will be created three right turns, all having to be made through lines of pedestrian traffic. In that instance, the effects of the change are merely transferred from the motorist group to the pedestrian. In other cases, it will be found that prohibition of left turns will be expedient, but only because of conditions which control that particular phase of problem.

"The same holds true of the

designation of one-way streets. They are suggested as a ready remedy for some traffic tangles, but in practice they are found ineffective when the situation is complicated by the presence of street car lines in those streets in which automobile traffic is routed in the one direction."

Solution of traffic problems is not wholly achieved when a well thought-out regulation has been formulated, the A. A. A. statement declares. Cooperation on the part of motorist and pedestrian is held necessary to effect satisfactory results. "Regulations are merely the problem. In that instance, the effects of the change are merely transferred from the motorist group to the pedestrian. In other cases, it will be found that prohibition of left turns will be expedient, but only because of conditions which control that particular phase of problem.

"The same holds true of the



House Moving

House Wrecking

Heavy Machinery Installed
Foundation Work
Stack Raising

We are equipped to handle your city or country work quickly and economically.

We also buy and sell buildings to be moved or wrecked.

Call on us at once. You will find that our work will be satisfactory and our prices very reasonable.

We Rent

JACKS AND ROLLERS
FOR HOUSE MOVING

LET US SAW YOUR WOOD

KUSEL BROS.

2178 State Street



Screens

Made or Made to Order

Before warm weather sets in have those old, antiquated screens replaced with fly-proof new ones.

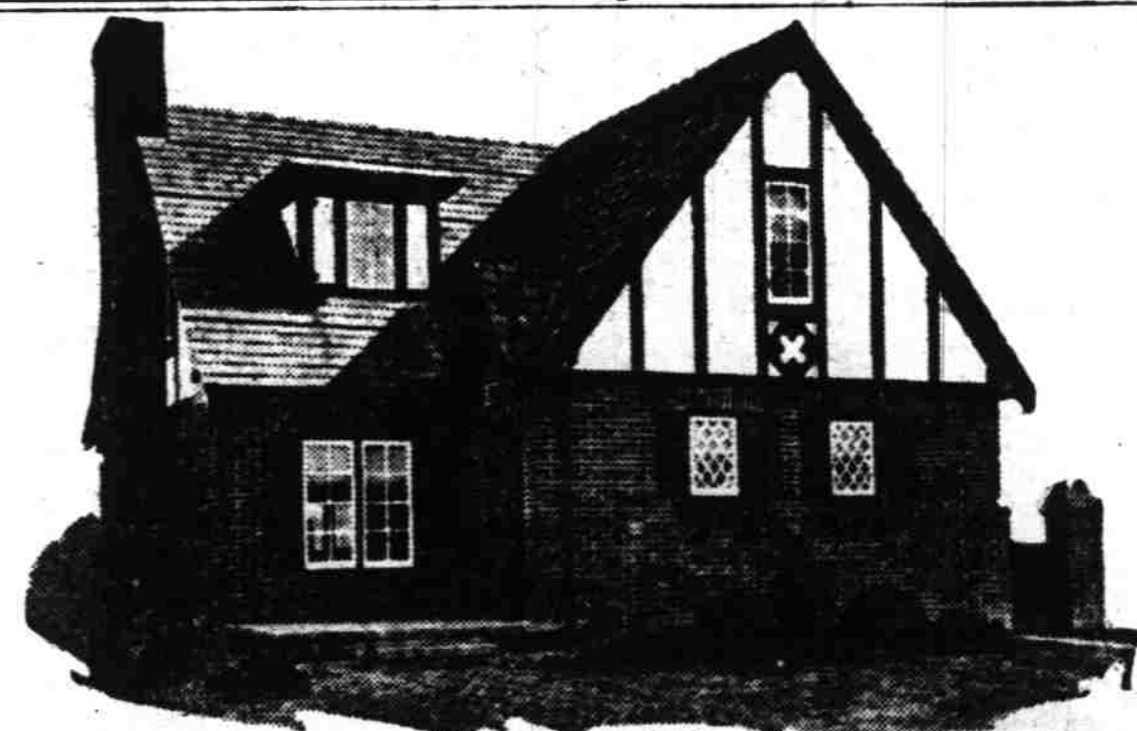
Call us and we will be glad to give you an estimate on the cost of new screens or make them to your order.

J. W. Copland Yards

WEST SALEM

TELEPHONE 576

"Dependably Serving the Lumber Consumer"



Only \$72 More Per Room for These Solid Brick Walls

In the Walls — there's the difference
The rest of the house is the same

This five-room house has 1,936 square feet of total outside wall area above the ground

To erect these walls in SOLID BRICK or Brick and Hollow Clay Tile, complete for all labor and materials, furred for lath and plaster on the inside, would cost \$940

For the same walls in ordinary construction complete for all labor and materials, including two-coat painting and also ready for lathing and plastering on the inside, using the same grade of labor and materials, it would cost \$580

THE DIFFERENCE—only \$360

The chimney is not figured in either case as it is common to both houses

So for only \$72 per room in this case the owner of this solid masonry-walled rooms gets walls of permanent beauty that need no paint and do not warp or shrink—walls that are cooler in summer and warmer in winter—walls that afford high fire protection and a low insurance rate.

It is economy to build with brick.

PACIFIC NORTHWEST

BRICK AND TILE ASSOCIATION
for Beauty

AND TILE ASSOCIATION

918 Arctic Bldg.

Seattle

ELIott 3643

IN SALEM, SALEM BRICK & TILE CO.

MIKADO
Have Your Scribbles Analyzed
The Yellow Pencil with the Red Band
Louise Rice, world famous graphologist, can positively read your talents, virtues and faults in the drawings, words and what notes that you scribble when "lost in thought."
Send your "scribbles" or signature for analysis. Receive the picture of the hidden mind from a host of Mikado pencils at ten cents. Address Louise Rice, care of EAGLE PENCIL CO., NEW YORK CITY