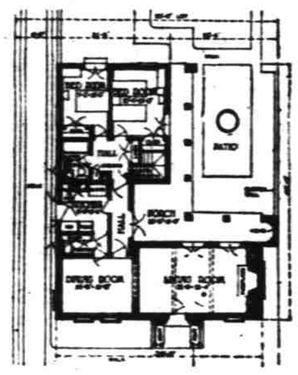
Typically Californian in Every Feature

THE CATALINA—DESIGN No. 205
This House Has No Basement

CALIFORNIA bungalows always have one feature, the patio, that is not found in the types with which the North and East are most familiar. It is a relic of the early Spanish occupancy of the Southwest and a characteristic of all Spanish homes. Latin-American homes from Mexico on down through South America all feature this outdoor convenience which loses its charm in the harsher northern climates.

The bungalow shown here is typically Californian, but it is equally good for any section of the South. It is built in the shape of a letter L, the object being primarily to afford the best possible lighting and ventilating facilities. Incidentally it provides in this manner for the patio, which is inclosed on the outer side by a wall of brick to insure privacy.



Set apart from the main section of the home, the living room is large, well lighted, is supplied with the open grate, which is the only heating plant in the house, and is backed up with a covered porch facing upon the patio. It is distinctly the living section of the home. Connected with it by an open doorway, which throws the two rooms virtually into one, is a cheery dining room, also large and well lighted.

Kitchen and bath are between the dining room and the two bedrooms in the rear, one with an outlet into the rear yard, the other opening upon the porch fronting upon the patio. Both are reached by a hallway from which one may step out upon the porch or reach the stairway to the attic.

The bungalow is of common brick and, if a tiled roof is used as indicated here, it might easily be skintled with an increase in its good appearance and a reduction in its cost. It demands a shrubbery setting.

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

WILL'S BUILDING NEARS COMPLETION

Provision Made for Store and Restaurant on First Floor of Structure

Geo. C. Will, local music dealer, fills another vacant space in the business section of town by the erection of a new $12,000 two story concrete building located on Liberty street, about 50 feet south of the new First National Bank building. This is the fourth store building that has been built here in the business district by Mr. Will and he hopes to erect one or two more in the future.

The new structure on Liberty street is 37 feet wide and 160 feet long. The first floor is divided nto two compartments, one of which will be a store and the other will be occupied by the Lunch Box restaurant. The second floor will also be divided nto two parts, one-half being built into a dance hall and the other into apartments. The outside will be finished in a cream colored stucco to harmonize with the building across the street.

The lot was formerly occupied by the Grease Spot Service station. Mr. Will also owns the building across the street occupied by the Black Cat restaurant, another on Ferry street occupied by Lee's Feed store, and the building in which his music store is located on State street. Besides these buildings he rents out eight private dwellings in various parts of the city. He has also financed the new Fraternal temple which was built at an estimated cost of $29,000.

The new building on Liberty street will be completed by June first.

COAST TO COAST HIGHWAY NEEDED

Our Own Highway Systems Need Attention First Says President

While an alluring prospect is held out to motorists in the suggestion of an international highway linking Canada with the tip of the South American continent, in the opinion of G. M. Williams, president of the Marmon Motor Car company, we should first complete our coast-to-coast system of paved highways before indulging in any pan-American dream.

"It is all very true," said Mr. Williams, "that the proposed international route would go far toward cementing friendly relations among such states as were hooked up by such a trunk line and would open up entirely new and amazing possibilities to the motor tourist.

"As a dream, it has everything to recommend it, and I admit it challenges one's imagination. Nor am I saying that it may not be realized within the next decade, especially as President Coolidge, the Mexican delegation to the recent pan-American congress, and the American Road Builders' association seem to be taking the plan seriously and offering it their support.

"At the same time, we must be practical and must consider our own highway situation first. The system of paved roads extending from the Atlantic seaboard westward narrows down to an acute angle as it approaches the Mississippi valley.

"The present jumping-off place of the west, the end of the concrete pavement, is the little town of Dover, Kansas. From that point on until the Pacific coast is reached a hiatus exists and the connecting link is formed by roads dusty and irregular at best, and at their worst, hub-deep in mud.

"Through such states as Kansas, Nebraska, South Dakota, Colorado, Wyoming, Utah, Idaho and Nevada, motoring is still an adventure, and conditions grow worse as one leaves the Mississippi and the Missouri rivers behind him.

"These western states are not altogether to be blamed for their failure to supply a connecting link in a system of trans-continental concrete highways. They are sparsely settled and lack the funds for adequate road building.

"The military value alone of a coast-to-coast pavement in time of national crisis would be immeasurable, to say nothing of its social and economic value in times of peace.

"There is pending in congress a bill introduced by Representative Holaday of Illinois, calling for a three-billion dollar federal bond issue to finance the construction of a comprehensive system of hard-surfaced roads to be built and maintained by the United States. Such a highway system should be regarded not as a luxury but as a necessity.

"When once the motorist is able to hop into his car at Fort Kent, Me., and journey to Seattle, San Francisco or Los Angeles without leaving the paved road, it will be time to talk of pan-American highways extending from the Canadian border through the heart of the United States, Mexico, and Central America, down the west coast of South America to Cape Horn.

MARMON SPEEDSTER TO PACE LONG RACE

Selected for Second Time For Official Usage; First Chosen in 1920

A new Marmon 78-two-passenger speedster, piloted by Joe Dawson, racing champion of other years, will pace the start of the sixteenth 50-imle race on the Indianapolis speedway May 30, it is announced by G. M. Williams, president of the Marmon Motor Car company, and the speedway management.

The annual speed classic likewise will amrk Marmon's return to racing competition after an absence of 17 years. Three aMrmon 78 specials, especially designed nd built by Earl Cooper, veteran driver, and Col. Howard Marmon, head of the company's engineering staff, have been entered in the event for the purpose of testing new innovations in automobile design.

Marmon is the first automobile company to be selected to pace the event the second time. In 1920 a Marmon 34 driven by Barney Oldfield was the official pace car for the 500-mile race which, that year, was won by Gaston Chevrolet.

The start of the race at Indianapolis, promptly at 10 a. m. each May 30 is one of the most spectacular scenes in sport. Thirty odd cars roll away from the tape in rows of three each with the exception of the first row in which the pace car occupies the pole position, lined up with the three fastest cars.

Slowly they get away and roll into the first trun. On the back stretch of the famous two and one-half mile oval they gather speed, gradually increasing it until the cars enter the home stretch. Then the pace car thunders along at race car speed until the field crosses the wire in front of the judges' stand—and the race is on.

It requires skillful driving of the pace car to keep the race field intact and to get out of the way of the tiny race cars after the official flying start of the contest. T. E. "Pop" Myers, general manager of the Indianapolis track, will ride in this year's pace car to assist Dawson in keeping the front line drivers from breaking the barrier before the start of the contest.

Dawson is now service manager of the Marmon Philadelphia company, having continued his association with Marmon following a successful career on the speedway which ended with a serious injury in 1914. Driving a Marmon, he was fifth in the first 500-mile race in Indianapolis in 1911 which was won by Ray Harroun in another Marmon, and a year later he won the classic at an average speed of 78.7 miles an hour.

BUILDINGS PLANNED BY GENERAL MOTORS

Officials of Company Intensely Interested in Research Work Now

DETROIT, Mich., May 19.—The Argonaut Realty Corporation, a subsidiary of General Motors, announces that bids have been asked for relative to the construction of an 11-story building to be occupied, principally, by the General Motors Research Division. The building will be located on Second Boulevard, Milwaukee and Baltimore, and will contain approximately one - half million square feet of floor space, including the basement. It will occupy the entire block on Second Boulevard, extending 210 feet on Milwaukee and 180 feet on Baltimore. It will be connected with the General Motors Building by a subway under Milwaukee. The material to be used will be brick with lime-stone trim and polished granite base.

On the Second Boulevard side will be a show room two stories high; the balance of the first and second stories to be occupied by United Motors Service.

The plans and specifications were prepared by Albert Kahn, Incorporated.

The present Research building, at the rear of the General Motors building, will be absorbed for office purposes by General Motors Corporation, its divisions and subsidiaries. This building has not met adequately the needs of the Research organization since that division moved to Detroit from Dayton, Ohio, three years ago, and concentrated all of its operations here. For the last two years the Research activities have been spread over three different buildings.

Officials of General Motors Corporation are intensely interested in the work of the Research department, considering it one of the most important activities of the Corporation. The desire to bring a llof the work under one roof, in proximity to the main office of the Corporation, and the unsuitableness of the present Research Building for many of the Reserach experiments, prompted the decision to erect a separate structure.

ELLIPTIC SPRINGS CUSHION BRAKING

Engineers Turn Attention to Perfecting Four Wheel Brakes

Now that virtually all cars are equipped with four-wheel brakes, automotive engineers are turning their attention to perfecting this method of stopping. Brakes of efficient design are standard on most cars today so that every motorist is assured of a prompt stop in case of emergency, provided ordinary attention is given to keeping the braking mechanism properly adjusted.

Engineers, however, are seeking means to decelerate cars not only quickly and without effort, but smoothly so that the occupants will feel little if any of the shock of sudden stops.

Through exhaustive tests carried on for more than a quarter of a century, the Franklin Automobile company has accumulated a wealth of data to prove the supremacy of the full-elliptic spring in softening and eliminating the shocks of quick starts and stops as well as the jars arising in ordinary travel over rough pavement, street car tracks and country roads.

Franklin Airman cars are equipped exclusively with this type of spring, having springs on each side equivalent to an ordinary semi-elliptic longer than the wheelbase of the car. The softness of the braking effect is said to occasion surprise among people experiencing it for the first time, and the resiliency of the spring in riding coupled with Franklin's weight distribution, are claimed to be responsible for the well-known easy riding qualities which these cars provide.

Read The Classified Ads

FALCON-KNIGHT CAR BUILDING INCREASED

Production Stepped Up To Meet Unusual Demand From Field

DETROIT, Mich.—(Special)—Demand for the 1928 Falcon-Knight sixes has necessitated increased car building schedules at the company's plant in Elyria, Ohio, according to a statement made here this week by officials of the Falcon Motors corporation.

Employment likewise has been plant the personnel being 80 per cent larger than at any stage during 1927, the company's initial year in the automotive industry.

Steady production is now being maintained to keep pace with orders for Falcon-Knight six-cylinder sedans, coaches and coupe models. Plans are also being made to steadily increase this production since equipment has been added that will double the daily capacity.

In its first year the Falcon Motors corporation set a notable sales record for a new company and has built up a dealer organization that covers every important trade center of the nation. The company also has materially strengthened its standing in the export field with an outstanding dealership representation abroad.

The increased demand for Falcon-Knight sixes is laid to the unusual performance these cars disclosed since their initial introduction and to the decided trend on the part of motor car buyers toward those cars that employ the Knight sleeve-valve engine, the type used in all Falcon-Knight cars.

Officials of the company declare that the present year has a decidedly bright outlook and declare that already the demand for Falcon-Knight models has far exceeded their estimates set at the beginning of the year.

The man who is looking for trouble seldom requires the services of an optican.—Boston Transcript.

Voliva's theory that the world is flat gets some support from the condition of certain presidential booms.—San Francisco Chronicle.