



OVERHEAD LIGHTING IN THE LIVING ROOM

Use Of Wall Brackets In Connection With Ceiling Lights Advised.

In planning proper illumination for the home, the use of wall brackets in conjunction with overhead lighting deserves careful consideration on the part of the home builder. This is a problem to be considered first from the standpoint of correct lighting and secondly from the standpoint of decoration.

Leading interior decorators quite generally during the past few seasons have endorsed the use of wall brackets because of their decorative value. In some cases plans have been tried using only wall brackets and eliminating entirely the ceiling light. Such plans, however, have not been proved satisfactory from an illuminating standpoint.

It has been found that for ordinary use, wall brackets and floor lamps may be made to supply fairly satisfactory illumination but on many occasions sufficient light cannot be obtained unless an exceptionally large number of wall brackets is used. Even when wall lights are used in large numbers, the casting of shadows is found to give an unsatisfactory effect which can be corrected only by the additional use of overhead lighting.

In planning the home, this is of

particular importance because once the house is completed without the necessary wiring for ceiling lighting in the living room dining room, the expense of installing wiring for overhead equipment later may prove quite costly.

While the home is being constructed, ceiling lights can be provided for at comparatively small expense; however, additional wiring for the downstairs rooms becomes a difficult problem, involving considerably expense. This is particularly important when hardwood floors are used upstairs for usually a part of the flooring must be removed in order to install the wiring.

The use of wall brackets only, and the elimination of overhead lighting is now considered an extreme to which the average home builder is hardly safe in going. Where it is desired to experiment with this idea, the safest course to follow is to provide wiring for overhead lighting with a concealed outlet at the time the home is being constructed. In this way it is possible to conveniently install overhead equipment at a later date without a large amount of wiring expense and without an inconvenience of having workmen enter the floors for wiring.

From experience it has been found that the ideal combination from the standpoint of both illumination and decoration for the living room and dining room, is the use of overhead lighting in addition to wall brackets. The present tendency is strongly in this direction.

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Local Contractor Advises Use Of Asphalt on Village Streets

K. B. Olson, local contractor, stated today that Birmingham was unwise in using concrete in the pavement of all its streets. "Asphalt is the logical material to use and for three reasons: first, it will not crack from frost or freezing; second, it is resilient and not brittle like concrete; third, it is cheaper in the long run."

"The American City Magazine" states that of the cities of 10,000 or more population, 53% of the streets are paved with sheet asphalt, while only 6% have concrete pavements; this increase in favor of asphalt is steadily growing," informed Mr. Olson. "The reason many small towns use concrete is because of the difficulty encountered in trying to get asphalt. With two plants near Birmingham, one in Royal Oak, and the other in Pontiac, the village should avail itself of the opportunity."

"The state is recognizing the superiority of asphalt and is preparing for the future by buying plants to make it. Last year two plants came under state control. Twenty-seven miles of road were laid with asphalt last year, and more will be laid this year," advised Olson.

"As to the initial cost of asphalt compared with concrete" answered the contractor, when asked this question, "Detroit will submit their plans next week to the Association for consideration of the disadvantages and re-

sultant repairs required of concrete pavements, the ultimate cost of concrete is higher. Besides, asphalt is laid nine inches deep compared with the concrete depth of seven inches."

L. N. Brown Builds New Residence In Hills

LeRoy N. Brown of Southfield avenue has commenced the erection of his new house on the corner of Strathmore road and Brookdale boulevard in the Bloomfield Estates. The dwelling is of English cottage type, brick and stucco, with two stories. On the first floor are large living room, study, butler's pantry, dining room, kitchen, lavatory, laundry, and attached two-car garage. The property which contains three acres is very well adapted to a house of this character and with the landscape gardening as planned it should be one of the beauty spots in the Estates. The executive committee of the Bloomfield Estates Improvement Association has just returned Mr. Brown's plans with a letter of approval and acceptance of the entire scheme.

Edward T. Drennan and Mr. Gagnier of Detroit will submit their plans next week to the Association for approval.

IF IT'S LUMBER--

a phone call will bring a representative!



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LEONARD LANE IS NEW ADAMS ROAD PROPERTY

Wormer & Moore To Open Sixty-Six Acres Of Rolling Land June 15th.

Newest of the developments on Adams road, just north of Birmingham, is Leonard Lane, which takes its name from Luke C. Leonard, owner of the property. This property, offered by Wormer & Moore, is now being laid out by J. French Paddock, landscape architect. It will be formally opened about June 15, although reservations are being taken at present.

Comprising 67 acres of rolling land, the property fronts a quarter of a mile on Adams road from which it stretches eastward to a section of the woods. Leonard Lane, running east and west and opening on Adams road, will be the main highway of the development. The roads will be winding and graveled. Sidewalks, sewer, and water will be included in the low purchase price which averages \$2450. The average size of the lots is 70 to 80 by 140 feet, and the careful restrictions should attract builders of the better type of houses.

"The Adams road district will be the scene of much building activity within the next two years," says R. E. Maxon, manager of Wormer & Moore's suburban properties. "Adams intersects west Woodward avenue at the south limit of Birmingham, and thus affords quick access to downtown Detroit. The beautiful new Adams school, recently completed, is just a mile from Leonard Lane, which is in the approximate center of the present Adams road developments."

Ten Winners In Auto Race On Firestones

Firestone Full-Size Gum-Dipped Balloon tires again made a remarkable showing in the Indianapolis Speedway Classic on Decoration Day, when all ten winners participating "the money" rode on these dependable tires.

This is the second time balloon tires were used in the great Speedway event, the first being last year when Peter DePaolo, in Firestone Full-Size Gum Dipped Balloons made a new world's record at an average speed of 101.13 miles per hour.

Smaller motors of 9 1/2 cubic inch displacement, compared to 122 cubic inches in 1925, combined with rainy weather and a slippery track, slowed up the time of the 1926 winner, Frank Lockhart, who won this year's race at 35.85 miles per hour.

This year's grueling battle of tires was called at the end of 40 1/2 miles because of the downpour of rain. Lockhart, who captured the grand prize, drove the full distance without a single tire change and was all set to go the entire 500 miles on the same set of tires.

It is a noteworthy fact, too, that the 1926 Indianapolis race was the ninth on the Hoosier Speedway in which Firestone Gum-Dipped Tires carried the winners to victory.

The terrific battle of tires brings out the effectiveness of Gum-Dipping, the exclusive process employed by the Firestone company, which builds extra strength and endurance into the cord fabric by impregnating and saturating every fiber of every cord with rubber.

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The performance of Firestone tires at Indianapolis this year certainly was remarkable when the terrific speed at which the cars traveled over the 16-year-old rough brick track is taken into consideration.

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