

THE UBIQUITOUS BUNGALOW

AN UNCONVENTIONAL TYPE OF COUNTRY HOME.

That May Be Built at Small Expense in Almost Any Part of the Suburban District—Forms of Construction That Have Proved the Most Satisfactory.

The bungalow is a type of construction that is fast coming to be recognized as a standard form of country home in the suburban district about New York. Bungalows are now built in all sorts of places, under all sorts of conditions and of all sorts of materials. They exhibit a remarkable diversity of architecture, of interior arrangement and of cost. Bungalows may be found on the high bluffs overlooking the sheltered harbors of the North Shore of Long Island, along the sandy beaches of the Great South Bay or the Jersey coast, among the rocky, wooded hills of Westchester county and Connecticut or in the mountains of northern New Jersey; but whatever their situation, cost or appearance, all typify the same fundamental idea—a simple, unconventional living amid natural surroundings.

There are a great many people in New York city who live in apartments from necessity rather than from choice—people who would far rather have homes of their own building and for their own exclusive occupancy. As a private house at moderate cost has been entirely out of the question for some years in Manhattan and is fast growing to be impossible even in the outlying boroughs, homeseekers are going out into the suburbs in steadily increasing numbers. The importance of this suburban migration may be realized when it is understood that the Pennsylvania Railroad, the New York Central Railroad and the Hudson and Manhattan Railroad are spending collectively \$235,000,000 in order to provide cleaner, quicker and safer means of transportation for commuters.

The average city man who intends to build a country home has three main objects in view. First of all he wants to live in a simple, cozy house that is set down amid countrified surroundings. Then he desires, if he is a normal individual, to escape the strict conventions that must be observed in the city. Finally he wishes to put up a house that will cost a great deal to build and that will not require a large annual outlay for maintenance. The bungalow if properly designed and well built of good materials meets these requirements more satisfactorily than almost any other form of country home.

The types of bungalows are almost innumerable and their cost is dependent mainly upon the depth of their owners' purses. A certain man in this city, whose main activities, by the way, are devoted to running a canvas for a large assembly, will build you a portable bungalow at his workshop uptown, load it on a freight car, ship it to any point within fifty miles of the city, unload it from the train to a heavy farm wagon, transport it to any designated spot and then put it together, all for \$200 plus the amount

of the freight charges between New York city and its destination.

Such a house, to be sure, is not a very elaborate structure. It has only two or three rooms, is built almost entirely of wood and is suitable only for summer occupancy. It will keep out the rain and will stand up securely under ordinary weather conditions, but it is really not much more than a wooden shack. This is the cheapest form of portable bungalow. There are other more expensive forms that are substantial enough and roomy enough to prove comfortable the year round. Such a house will weigh anywhere from nine tons upward when packed for shipping and will contain from five to twelve rooms. Its floor area will be roughly 22x30 feet in size for five rooms and 30x30 feet for twelve rooms. Its cost will vary from \$1,200 to \$4,000. This does not include the expense of installing plumbing, lighting and heating plants and of digging the cellar. In most cases \$125 will cover the cost of the cellar excavation and a similar sum

will meet the expense of putting in the heating plant.

A substantial portable bungalow of the type built by several reputable firms that have offices in this city will be factory made in standard sizes and units. Its interior arrangement will be left largely to individual taste. This interior decoration is the largest factor in the cost of a bungalow, or for that matter in the cost of any town or country residence. It is quite obvious that polished oak, mahogany and cypress will cost more than plastered walls, that leaded stained glass windows will prove more expensive than those of plate glass or that floors of hardwood will require a greater outlay than floors of yellow pine; but these are questions each home owner must decide for himself. The builder contents himself with putting up the shell alone. The figures he quotes, repeated here, are for the mere framework and for the plainest kind of interior trim.

A typical portable bungalow will be constructed as follows: The walls will be of yellow pine boards, upheld by chestnut or white oak posts. They will be sheathed on the outside with asbestos concrete shingles, with a layer of tarred paper in between. The shingles are several feet square and are used as panels. The joints

between them are covered with strips of yellow pine that are stained and coated with spar varnish to make them water proof. The panels are made of a great many thin strips of asbestos combined with Portland cement and compressed into dense sheets from half an inch to an inch in thickness. They are used to sheath both the walls and the roof of portable bungalows and serve as an insulation against extremes of heat and cold as well as a protection from the weather.

The interior of a portable bungalow will be of the natural wood, finished smooth and varnished. The roof beams will be exposed to view from the inside and the walls will be wainscoted as far up as the window sashes. There will be

the speed limit under the influence of the automobile law, but of downright reckless, let-go-no-rip-in-the-streets-the-owners rarely are guilty. The police say that owners who go in for that sort of thing in devil-may-care models are usually decent fellows and are always sorry when they find out what they have been doing. They rarely offend a second time. The only way to correct the evils of joy riding and other criminal uses of the automobile is to put a tighter string on the chauffeurs. They declare that recent legislation has not been strict enough on this point.

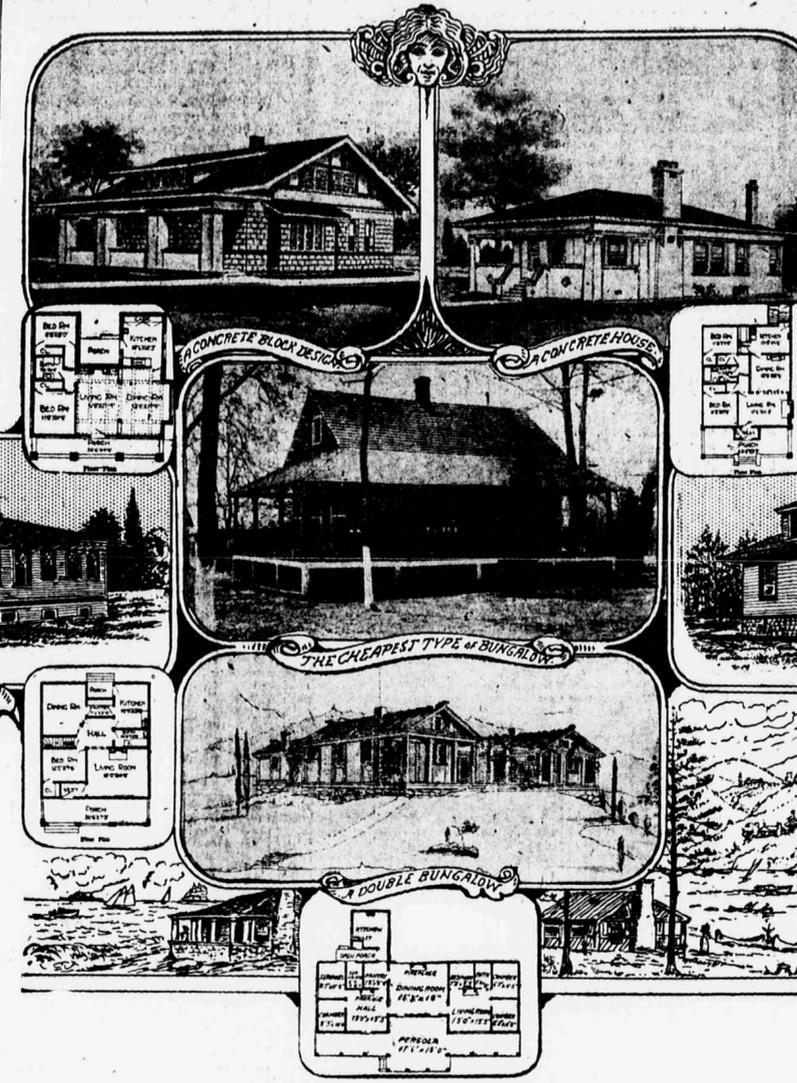
One of the police force's most expert joy rider catchers said the other day that the numbers should be painted on the machines. He declared that this would stop the juggling with numbers and would not mar the appearance of the machine when once owners were accustomed to it. He also said that there should be law making it an offense punishable with imprisonment, not a fine, when any driver of an auto refused to stop on the command of a peace officer. A few days in jail, he declared, would cure any chauffeur of the tendency to throw on the highest speed and go away.

The police also suggest that policeman made was that chauffeurs' licenses should be made out in the picture of the holder who should be enclosed and that in every court case the matter should be required to produce this card and that entries should be made on it of the disposition of the case before the court. In that event there would be two or three copies of the license and one of them should be given to the police. The criminal use of the automobile in cities at present is largely confined to joy riding. The chauffeurs are responsible for it almost exclusively. The opportunity to use a rich man's property for the purpose of cutting a wide swath, usually for the sake of a woman, is too tempting to be resisted.

The underworld usually are concerned in this joy riding. A chauffeur often takes his employer to a certain place and is told to come back in two or three hours. He takes the opportunity to use a rich man's property for the purpose of cutting a wide swath, usually for the sake of a woman, is too tempting to be resisted.

Again the desire of young girls, or even women of mature years, who have never had an automobile ride prompts them to take advantage of a chauffeur's invitation to take a spin. The police declare that this desire is almost irresistible. Designing chauffeurs, they say, never have any difficulty in securing such companionship.

The only way to check this sort of thing is for owners to keep strict tabs on their chauffeurs. At all the big garages it is the custom now to mail to each owner weekly a card showing just when his machine entered the garage and when it was returned by the chauffeur. If an owner keeps tabs on his own movements for the week he can tell easily whether his chauffeur has been taking out the car for joy riding.



A GROUP OF BUNGALOWS THAT COST FROM \$1,000 TO \$3,750 TO BUILD.

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It is not the purpose of this article to suggest ways by which thieves and highwaymen may make use of the automobile. The fact is that such characters know the advantages of using a motor car for certain crimes. The police do not think that there will be any extended use of the motor car by thieves, especially in New York city, for many reasons.

In the first place autos are noisy in getting away and high speed performance attract attention. In the next place they are expensive. Again it is practically necessary to have a chauffeur or garage owner in the game with the thieves.

The chauffeur certainly must have had long experience in driving cars. No ordinary chauffeur will do for a job that calls for the utmost skill in driving a car at a high speed so that there shall be a minimum chance of breakdowns.

Another difficulty in the widespread use of cars for criminal enterprises is that of getting cars. In the old style of bank robbery the custom for the robbers to turn home the car. It is not easy to steal an automobile.

Out in the country where there are numerous private garages it can be done, and the old game of driskipping out of one State into another. Of course fake numbers may be attached to a machine, but that is a detail which requires a definite plan of escape, and bank robbers especially have to adjust the matter of escape to circumstances entirely. To use the auto for a criminal campaign, or even for one big job, requires ownership of the car or criminal relations with a crooked chauffeur or garage owner.

It may easily happen that some man driving a car was a Raffles living out of his wits. For one thing, a gentleman and being a crook at night, but the police authorities think that not only would such cases be exceptional but that they would be of a very ordinary car the general use of autos

for robbery purposes is not likely. The owners of cars for this purpose, they say, are likely to be careful and for that reason the more difficult to cope with. It is possible to steal a car occasionally. Such a case occurred not long ago in this city. The regular chauffeur of a member of the Automobile Club of this city appeared one night at the garage and took out his employer's car. The owner's authorization gave him that right and the car was delivered without question.

In a few hours it became known that he had stolen the car. All garage owners in this city, the police were informed of the case by wire. The next day the thief rolled into Washington and put the car up at a garage. He was caught at once. Even if the numbers had been changed a detection would have been easy, for a description of the car had been telegraphed with a description of the thief.

The real number of the car was also stamped upon the engine and could not be destroyed. That incident showed how difficult it is to steal a property for the purpose of cutting a wide swath, usually for the sake of a woman, is too tempting to be resisted.

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LAW BREAKING IN AUTOS

SOME BURGLARS AND ROBBERS HAVE USED MOTOR CARS.

But Joy Riders Are the Chief Offenders—Safeguards Against the Use of Autos for More Serious Crimes—Keeping Watch on the Chauffeurs.

Every few days there is published some account of what might be called the outlaw use of automobiles, that is, aside from the breaking of speed laws by joy riders. Thieves especially have begun to use the automobile in their business. It all comes from the fact that criminals are quick to use any new and well developed means of rapid transportation.

Up to the present time burglars have not made extensive use of motor cars for their operations, but cases of the kind have been reported from time to time, and it is no secret that the police of all large cities have concerned themselves seriously with plans to circumvent the use of automobiles for the purpose of a quick getaway in cases of burglary, highway robbery, assault, kidnapping and the like.

Last summer there were accounts in the newspapers of a band of burglars operating on Long Island in an automobile. Having secured their plunder they fairly flew away from the scene of their crime. With them was reported to be a woman to give the party the appearance of being indelibly related folk.

Later in the year there came reports of a similar band operating in small cities and towns up the State. Connecticut soon reported similar operations.

Burglars in automobiles have operated in the country, where at night there is little opportunity for police or constables to stop them in their flight. There has not been much use of motor cars in the cities for purposes of burglary. In New York there is always likely to be a motorcycle cop ready to chase a swift automobile, and burglars working in the cities have evidently been loath to take up the use of the automobile when the old fashioned methods of getting away would not attract so much attention as a noisy, sporting machine.

Still in New York there have been two cases which have attracted public attention. There was the Tannenholz robbery of last year. Morris Tannenholz kept a jewelry store at 757 Lexington avenue. On the evening of October 22 last a man representing himself to be George H. Leopold brought Mr. Tannenholz a letter purporting to be signed by Constant A. Andrews saying that the bearer wished to purchase some diamonds.

Mr. Tannenholz brought out some gems, the caller smashed him in the face, grabbed some of the gems and started to run. Mr. Tannenholz pursued and caught the man on East Sixtieth street. There was a fight and the thief shot Mr. Tannenholz twice in the abdomen. Then an automobile came up and the thief jumped into it and escaped. Mr. Tannenholz recovered from his wounds but had a close call for his life.

In January of this year two men engaged a chauffeur named Harold B. Thompson for a drive. The party went through Central Park. While in a lonely part of the park Thompson was gagged and robbed of \$35 and bound and dragged and kept in the machine. One of the robbers drove the auto and mention was made of going to a certain restaurant for something to eat.

Thompson worked the packages loose, got his hand to the pocket of one of the men, found a knife with which he cut his bandages and then stealing along the running board he plunged the knife into the back of the man who was driving. He was thrown from the car. He hastened to a police station, told his story and one

LAW TENNIS.

Local Tournament This Week. Notes on the Game Abroad.

Three important fixtures came up for discussion this week, the Englewood Field Club, beginning to-morrow, the Metropolitan championship at the West Side Tennis Club on Saturday and the New England championships on Saturday. It is announced that among the Englewood tourney entries are William A. Larned, Harold H. Hackett, R. D. Little, Malcolm D. Whitman, Johnnie Ward, E. J. Wrenn, George L. Wrenn, Karl Behr, E. P. Fisher, E. P. Larnie, C. F. Watson, R. H. Palmer, C. M. Bull, H. C. Martin, George Wagner and other players of prominence. The committee in charge of the tourney has spared no pains to make the affair an attractive one, and the entries mean that the quality of the play will be of a high order. Along with the usual offering of first and runner prizes there will be a handsome challenge cup for the singles to the victor of the property of the player winning it three times, not necessarily in succession. Alex. Atwood, chairman of the tennis committee, has charge of the entries.

The New England tournament begins on Thursday in the courts of the Hartford Golf Club and continues for the singles close to-morrow and for the doubles on Tuesday. The singles cup has been won twice by Hobart Behr and Pell, and once by James Terry and Beals C. Wright.

The past week of golf, says *Lawn Tennis and Badminton*, may well form the theme of an epic after the northern tournament is over next month. For in 1911, when the old links were in the hands of the Manuans, the Manuans will no longer wend their way in hundreds to the square of well kept turf guarded by railway lines and picturesque masonry that now does service for the northern club. The new ground at Wimbledon, which is set in a more rural prospect, and we dare say that not even the historic associations of old links will prove so interesting to the furniture van is at the door. Traditions by the score this famous enclosure has been the scene of many a great match. It is the scene of many a great match. It is the scene of many a great match.

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BEVERLY'S POINT SYSTEM.

Method of Figuring Winners of Championships in Yacht Races.

The championships of the Beverly Yacht Club this year are to be figured on a new system which was adopted at the last general meeting. All yachts must enter for the season's record or championship or both in writing to the secretary before the first race is sailed, provided, however, that oral notification to the judge before the start of the first race or each series shall be sufficient. The number of entries in each class shall be the basis of computation of points and shall be the maximum number for that class. The first boat finishing shall have the maximum number of points, the second boat one less and so on. Those disqualified shall receive no points.

According to this method of pointing the points of the winner of each series, no matter how many races, receive the same number of points. In many cases, particularly in bad weather, only a small percentage of the yachts enter, and the method of this method if only one yachtman is willing to sail over the course his boat race on a pleasant day when all the class started.

Trophies have been offered by members of the club for different classes for the season's championship, one for the 21 footer and one for the 18 footer. The trophies are to be given to the winner of the season's championship, one for the 21 footer and one for the 18 footer.

These are as follows: Cup offered by Mrs. W. J. Warren for the 21 footer making the best record of points for the season. A cup offered by a woman member of the club making the best record of points for the season. A cup offered by Mrs. W. J. Warren for the 18 footer making the best record of points for the season.

The new captain of the Michigan track team is Donald C. May. May was fourth in the mile run at Cambridge.

College Athletics.

Pennsylvania's track men have elected Wilton C. Paul, of the mile champion and record holder, captain for next year. Paul is a second year student.

The new captain of the Michigan track team is Donald C. May. May was fourth in the mile run at Cambridge.

A match between Brooks and H. L. Doherty would be a pretty sight and well worth watching.

POWER BOAT FOR JOHN ATKINS.

Built by F. S. Nock and Named After the English Admiral.

John Atkins of this city has had a comfortable 43 foot cruising power boat built by F. S. Nock at East Greenwich which is named *Leonor*. The general dimensions are: length over all, 43 feet; water line, 38 feet 4 inches; beam, extreme, 10 feet; beam at water line, 8 feet 9 inches; draft, 4 feet 6 inches; deck, 10 feet 6 inches; 1 foot 9 inches; freeboard at bow, 5 feet 7 inches; least freeboard, 2 feet 11 inches; freeboard at stern, 3 feet 4 inches; headroom in cabin, 6 feet 3 inches.

The interior arrangements are good and were designed by Mr. Nock especially for comfort. Forward there is a stateroom with two built in berths, dresser and locker. This room is finished in white with mahogany trim. The saloon is fitted with two extension transoms and berths. At the after end of this saloon is a sideboard and buffet on the starboard side and a chest of drawers on the port side. Four persons can sleep in this saloon.

The engine room is 7 feet 4 inches long and on the starboard side is a zinc lined, fitted with stove, sink, dish and provision locker. At the after end of the engine room is a large locker. On the port side is a folding berth 30 inches wide. The after deck is fitted with a 20 inch wide zinc lined tank for water which will hold 50 gallons. The gasoline tank is fitted with a 20 inch diameter and will hold 100 gallons. The yacht is equipped with a 20 horse-power three cylinder Standard motor.

The general finish of the interior is oak. The saloon aft is finished in oak and the engine room in mahogany. The deck trimmings are of mahogany. The upholstery in the saloon and the draperies are green.

Yachts Change Hands.

The following transfers of yachts are reported through O. A. Stevens:

The three masted square rigged auxiliary schooner *Falshala* has been sold for the Earl of Crawford to a South American government for use as a training ship.

The auxiliary houseboat *Onawa*, chartered by W. G. Fick to Vice-Commodore F. L. Stevens, has been sold for the Earl of Crawford to a South American government for use as a training ship.

The schooner *Betty* sold by C. F. F. Robinson to W. B. Fick of Philadelphia. The *Betty* will be made into an engine room for use as a training ship.

DANNY MAHER'S STORY.

Noted American Jockey Talks About Some Great Horses He Rode.

Danny Maher, the crack American jockey, tells the story of his life in a story which is not only a history of his own life but also of some of his most famous mounts. The story is in *Fog's Magazine* for June and is in the breezy, catchy style, and among other things he says that as a rule English racetracks are far superior to those of America. He also says that the English three-year-olds are from fourteen to twenty-one pounds better than the Americans. Maher, who is 28 years old, was apprenticed to his uncle, Father Bill Daly, when he was 7 years old.

A first ride in an actual race was in 1894 on *Fatot*, a horse belonging to his uncle. Most people on the course, were, I believe, under the impression that I had just got there, but a man in the box, who was a regular rider, told me that I had not long before I broke my neck, in fact, I was nearly killed being on *Phœbus* at Providence, R. I.

My first really satisfactory year as a jockey was in 1898 and at Brighton Beach I had an extraordinarily good meeting, riding no fewer than six different horses. I was first past the stick in five races, and finished second in the last event on the card.

The American style of riding had been pretty generally adopted here when I got over and races were run on a different basis. I was first in America, although I have often heard since that the style of riding was quite a novelty and for years and years the waiting behind and coming with the sharp burst at the finish method was as much a part of the game as it is now. I had a little doubt that results would turn their eyes by coming right through with the horse than in the old fashioned style.

It is not altogether easy—in fact, it is not even English and American in form of horses, but I think all the same that generally speaking the class of the English thoroughbred is better, while mares like *Sceptre* and *Pretty Polly*, and 'extra good' horses like *Forstner*, *St. Nicholas*, *Arcturion* and *Forstner* would be anything from fourteen to twenty-one pounds in front of any American horse.

My first mount in the Derby was on Mr. Lorke's *Devalonius*, the next on the late Duke of Devonshire's *Cherry* and in the following year, on *St. Nicholas*. I was first in the first time on Sir James Miller's *Rock Sand*.

Of that ride, memories, for *Rock Sand* never caused me an uneasy moment, and indeed, he was the best horse I ever rode. I had to call on the son of *Saintfoin* for *Rock Sand* to give me a chance to ride him in the *Eclipse* stakes.

an open fireplace of concrete, bricks or field stone and a wooden mantel finished in mission style.

The types of permanent bungalows are too numerous to permit of any very detailed description here. The main forms of construction are frame sheathed with clapboards or shingles, frame covered with cement stucco, brick, cement blocks, hollow tile block, monolithic concrete and various combinations of these fundamental materials. The cheapest of all is the frame bungalow. The stucco house is next in order. Then come the bungalows built of combinations of wood, brick, natural stone and concrete.

The monolithic concrete bungalow by which is meant a bungalow cast in one piece is the most enduring of them all when it is well built. The wooden bungalow is the most perishable. The former will be just as strong and weatherproof at the end of 100 years as it is the day it is built, while the life of the latter structure will be not more than twenty-five years at the most. The cost of main-

taining the concrete structure is also far less than the expense of keeping up the frame house, although the initial cost is from 20 to 30 per cent greater.

The frame bungalow covered with stucco is not, when cheaply built, a very enduring edifice. After a season of rigorous weather the sheathing of cement is apt to crack and peel off, leaving the wooden framework beneath exposed to the elements. When the best materials are used, however, a stucco bungalow will endure indefinitely. Cement blocks, hollow tile blocks and 'lean' concrete will readily absorb moisture from the atmosphere and are not suitable for use in bungalow walls unless coated outside and in with some waterproof substance. A 'rich' mixture of concrete—that is, a mixture in which a large proportion of cement is found—usually fills the bill. If carefully applied it will prove quite satisfactory, but if slightly haphazard it will soon allow moisture to penetrate to the interior. Then the house becomes damp and is unfit for habitation.

Most of the bungalows that are being put up in the suburban district around New York are erected by land development companies that have building plots

worth watching stroke by stroke by any one desirous to see how tennis should be played. The Australian serves, with their underhand backhand, will give hope to any but the most skillful players, while Doherty, at his own peculiar game, is unsurpassed. After a season of his game was seen to be as good as any other in the world. He is a good player, but he is not a great one. He is a good player, but he is not a great one. He is a good player, but he is not a great one.

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The auxiliary houseboat *Onawa*, chartered by W. G. Fick to Vice-Commodore F. L. Stevens, has been sold for the Earl of Crawford to a South American government for use as a training ship.

The schooner *Betty* sold by C. F. F. Robinson to W. B. Fick of Philadelphia. The *Betty* will be made into an engine room for use as a training ship.

to sell. Some are built to order; others are erected by the company. The terms of purchase are as a rule quite easy—three or four hundred dollars down and the balance in monthly payments of from \$10 to \$15. The cost of the cost of the land, a plot perhaps 50 by 100 feet in size, and a plot of the bungalow itself. The total cost will be anywhere from \$900 to \$1,500. By putting a down payment of \$250, the buyer may occupy twenty or thirty bungalows at a time a development company is able to order materials by the carload. This means a saving of from 25 to 30 per cent in the cost of each bungalow and explains the fact that land companies can sell houses at a price far below their cost of actually building them.

The people who buy their bungalow ready made do so mainly because that is the cheapest and easiest way of securing a small home. A better order than a more expensive and requires considerable time and mental effort in the making. On the other hand when it is done it is a possession that usually lasts. Then too a man who buys a bungalow ready made takes it off the shelf. The material used in its construction is of the best quality and the building may have been put together just as it should have been, but its purchaser has no assurance of these facts beyond the word of the company that sells the bungalow to him. If the land company is reputable and a majority of them are the bungalow will no doubt be actually as good as a better order than a more expensive and requires considerable time and mental effort in the making.

The safest plan for a man who can afford it is to go to a reputable architect who makes a specialty of country homes and have him design a bungalow and oversee its construction. Then its owner knows just what materials go to make up his home and it is left to his discretion or to that of a competent architect, the architect to decide whether the materials and workmanship shall be good or bad.

The bungalow is primarily a dwelling for a small family. It is designed to accommodate comfortably from two to four people. When the number of occupants exceeds five it is usually good policy to add a second story rather than to increase the floor area. It is often done by making the roof a high peaked affair and fitting in beneath it one or two large bedrooms lighted by dormer and gable windows. This is not exactly a bungalow, but it belongs in the bungalow class.

Oftentimes when greater space is needed two bungalows are placed side by side by making the roof a high peaked affair and fitting in beneath it one or two large bedrooms lighted by dormer and gable windows. This is not exactly a bungalow, but it belongs in the bungalow class.