

Sales, Rentals Reported by F. A. Reid, Hubbard Woods

The following recent sales and rentals are reported by F. A. Reid, of 954 Linden avenue, Hubbard Woods:

1015 Oak street, Winnetka, Oscar A. Anderson to Albert F. Bridges; business lot 50x150 feet, east front on Linden avenue, Hubbard Woods; 50 feet south of the corner of Scott avenue, H. Von Segerlund to Oscar Anderson, of Winnetka; northwest corner of Scott avenue and Linden avenue, Hubbard Woods, business lot, 50x150, Carroll D. Murphy to Pennsylvania Oil Co. Mr. Murphy was represented by Murray & Terry in this sale; 180 Lake street, Glencoe, sold for Mrs. Hilda Retzinger; 1124 Merrill street, Hubbard Woods, John J. Klauke to E. P. Farwell; 1390 Scott avenue, Hubbard Woods, Roy S. Edwards to Mrs. Idea L. Hammond; new house on Drexel avenue, Glencoe, west of Greenwood avenue, Albert Busscher to Kenneth Romig.

Southeast corner of Gage street and Linden avenue, Hubbard Woods, 52x51 feet, business building, stores and apartments, A. J. Pullom to Mrs. Cesira Raghianti and Rinaldo Roberti; northeast corner of Scott avenue and Randolph street, for the estate of Carrie B. Richardson, 94x159 feet; lot in Branigar Bros. Sunset Terrace, Highland Park, Edward R. Cole to Andrew Westgard; 762 Greenwood avenue, Glencoe, Mrs. Cesira Raghianti to Edward M. Tuttle.

Rentals: 589 Lincoln avenue, Winnetka, A. Hostnick to J. H. Lawrence; 555 Provident avenue, Winnetka, Mrs. H. Lundstrom to Mr. Moorhouse; 100 Green Bay road, Glencoe, Mr. C. E. Butler to Dr. L. A. Schipfer; Jackson avenue, Glencoe, E. R. Cole to D. E. Getchell; 180 Lake street, Glencoe, to F. G. Sutherland.

TWO LICENSES REVOKED

Information has come from the Department of Registration and Education that the real estate brokers' licenses of W. E. Trenchard and Harry Kay have been revoked.

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LOCATION OF GARAGE CAUSE OF DISCUSSION

Extra Expense Keeps Many Builders from Attaching Automobile Space to House

By Charles R. Norman
(Of Kroll and Smith)

Should the garage properly be a part of the house?

Perhaps no question which concerns the present era of home building has brought about more discussion than this problem of where the family automobile should be housed. There is no doubt of the convenience of a house-garage, but that does not answer the question.

In building the garage to the home it must be remembered that this is a one-car proposition. It does not concern the man who owns more than one car. The man who owns two or more cars does not build his garage to his house because his affluence permits him to own a big lot and to build in the rear section of it a garage large enough to house all the cars he may care to own. Occasionally two car garages are attached to houses but this is not often done.

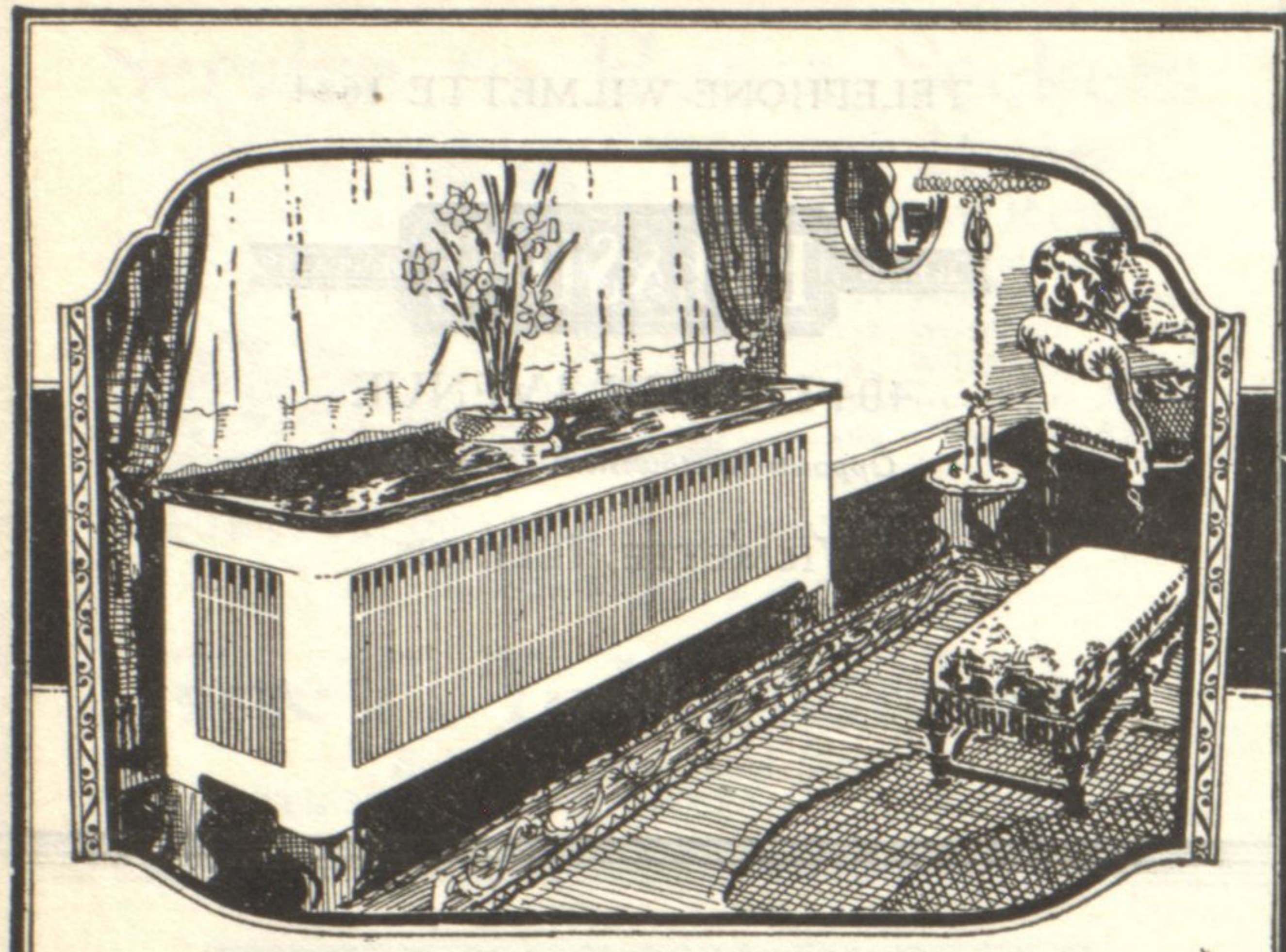
Cost Is Important

The matter of cost is of importance to the person building a moderate home. It has been my experience that the additional expense incidental to building the garage into the general house scheme has resulted in the plan being given up and this of course has resulted in the garage being built in the rear of the yard.

While perhaps seventy-five percent of the garages built today are not attached to the houses, it is interesting to note that the actual demand for garages attached to houses is far greater. Unquestionably the great majority of garages would be built into the houses were it not for the additional cost.

What Must Be Done

Perhaps one may wonder why it costs more to attach the garage to the house. This question is not hard to answer. There are four walls to be built of housing material which must be of the best. There must be heat and that means a radiator or two and additional piping. There must be water. The doors must be metal lined. Then too, there is an increase of fire insurance. All of this runs into money.



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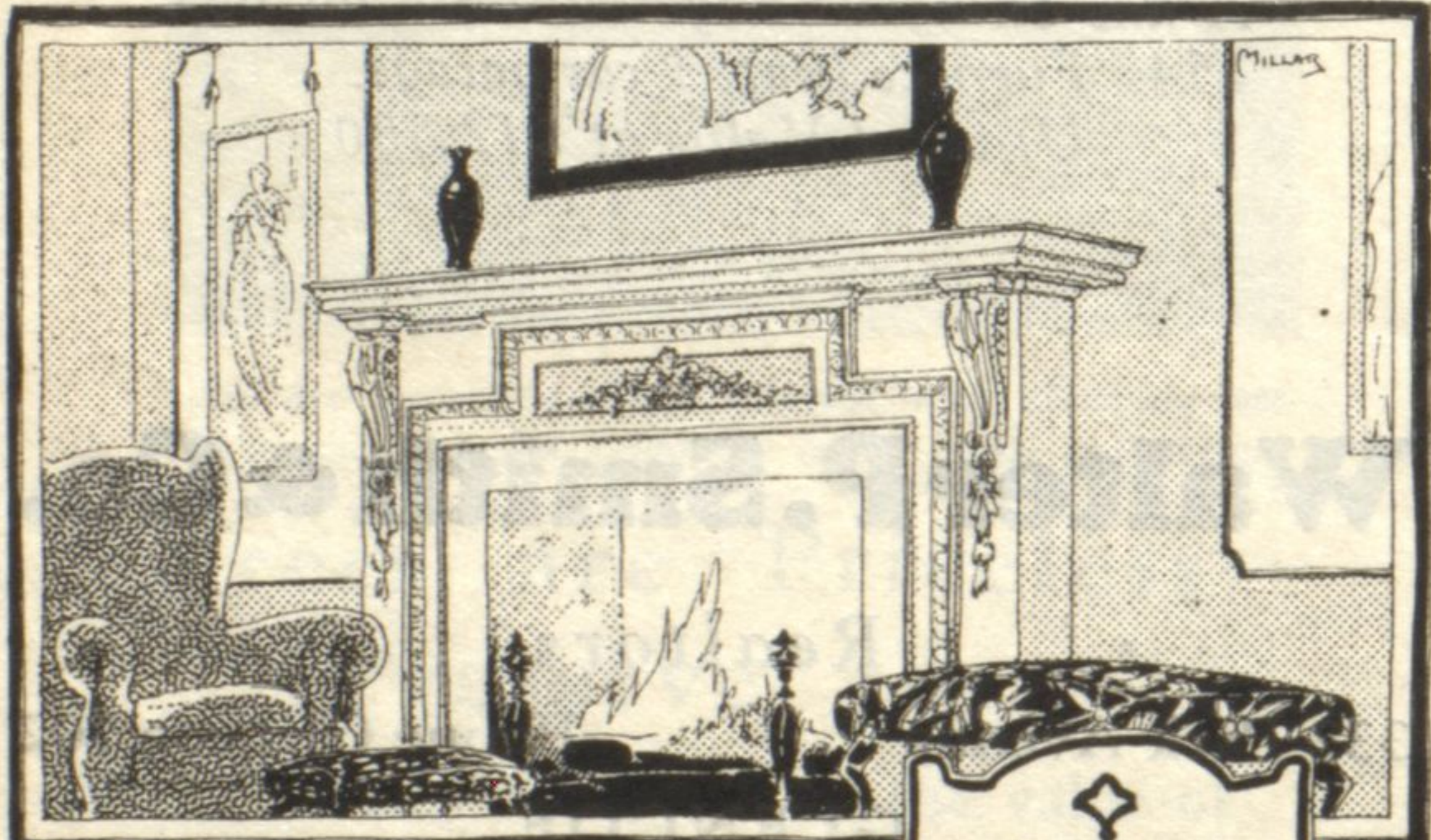
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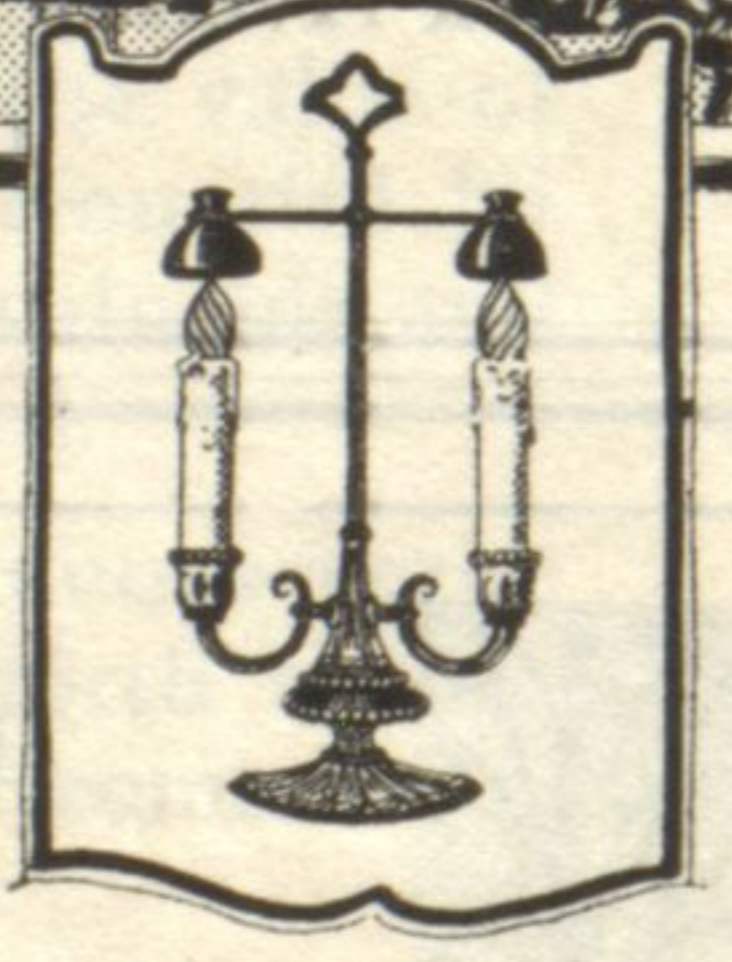
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