

Building and Improvement

3 NEW HOMES TO BE ERECTED HERE

Bird Bennett, Veteran Builder, First to Apply for 1927 Permit

During the first week of this year, three building permits were issued, each providing for the erection of a new residence building in La Grande.

Bird Bennett, veteran contractor here, took out the first permit, which was issued on Jan. 3, and which called for a \$4,500 dwelling on First street between I and M avenues. Last year Bennett was also the first to apply for a permit, also for a dwelling. In his several years in La Grande he has constructed many homes and says that he expects to add several more to his total this year.

On Jan. 7 two permits were issued.

Ben Ward secured permission to build a dwelling on Cedar street between Adams and Jefferson to cost \$2,000 and Claude C. Pratt will erect a home on J avenue between Seventh and Eighth streets to cost \$2,500, bringing the total amount of building for the first week here to an even \$14,000.

Baker Construction in 1926 \$507,311.00

BAKER, Ore., Jan. 10—Baker's 1926 building permits fell considerably short of the 1925 mark although they were above the half million figure. Last figures show permits amounting to \$552,380 and this year they were \$507,311, according to the city clerk's office.

The building of the new Basche saw mill, a company building, boosted the 1925 figures and discounting this figure the 1926 permits exceeded those of 1925.

Here And There

HER AND THERE—build by

CANBY—Construction begins on new \$43,000 union school.

ST. HELENS—First unit of \$2,500,000 paper and pulp mill dedicated.

SALEM—D. A. Larmer will build \$25,000 storage warehouse.

ALBANY—Oregon Milk company will erect condenser here.

MEDFORD—\$75,000 Presbyterian church will be completed this month.

EUCLENE—This opened for three-story building.

NAMPA YEAR GOOD

NAMPA, Ida., Jan. 10—Except in 1925, when the big Pacific Fruit Express plant was constructed here, building in Nampa for 1926 was the heaviest in the city's history. It is shown by figures in the office of Edward Heddon, city engineer.

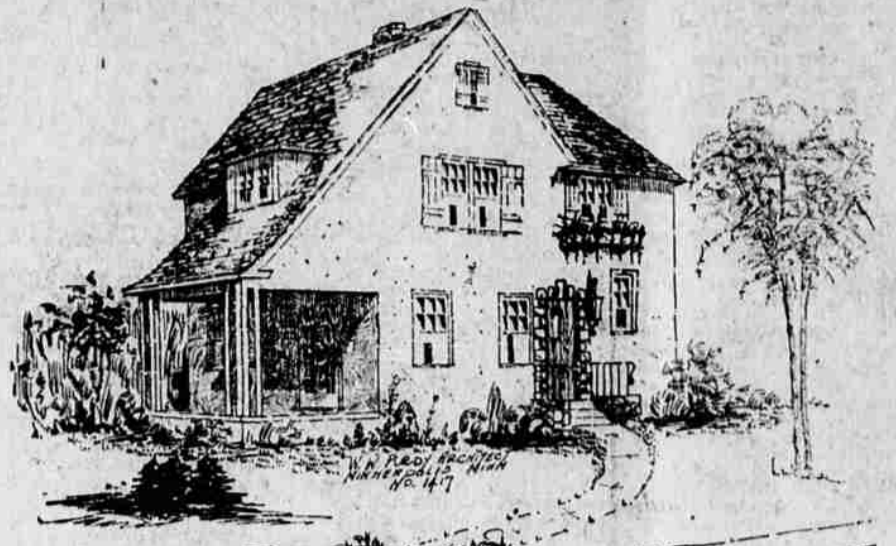
In the year just ended building permits issued aggregated \$309,935. In 1925 the total was \$352,233; in 1914 it was \$258,625, and in 1923 the amount was \$119,850.

ALBANY BUILDING

ALBANY, Ore., Jan. 10—Albany building permits in 1926 exceeded by \$50,000 its 1925 record. During the year it authorized the construction of new buildings aggregating \$262,432 in value, according to the record of P. P. Nutting, city engineer.

In 1925 the city issued 93 building permits and the value of the buildings constructed was \$211,105.

ENGLISH COTTAGE WITH UNUSUAL PLAN



By W. W. PURDY

There is something about this English cottage that is very charming. The steep pitch of the roof is carried down with a graceful sweep to cover the open porch, which is to be screened-in in the summer.

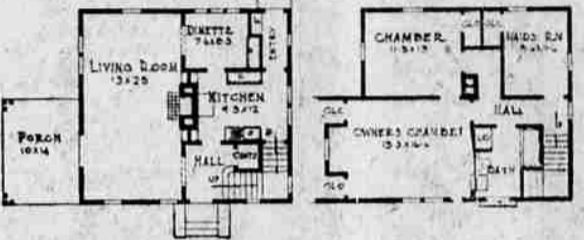
From a small entrance hall, one enters directly into the large living-room, with its French door leading out onto the porch. Plastered archway leads into a small dining room, it being the owner's intention to use the end of the living-room as a dining-room, when entertaining. The dining room contains a china cupboard and is sufficiently large to accommodate a table seating four or five. The kitchen is well planned, the refrigerator is located in the entry.

Who wouldn't like to have an owner's chamber as large as this with two closets? The two other chambers open conveniently to the bath. A scuttle in the ceiling of the hall provides access to a large ventilated attic.

The basement contains the laundry, boiler-room fuel storage, etc. The portion under the porch will be excavated.

Oak trim, oak floors, tiled in the bath, with pine trim for the bedrooms is the material used in this home. The oak being stained a light fumed, the wood work in the bedrooms a pearl gray, with the doors a light walnut, very effective in contrast to the Old English wrought iron lighting fixtures and hardware.

The cost, using frame on the outside walls, wood shingles on the roof, stone work around the front door, with iron rail, is placed at \$7,000 to \$9,000, exclusive of heating and plumbing.



COAST BUILDING OUTLOOK BRIGHT

By W. K. HOWES

Vice President S. W. Straus & Co.

Building construction for the opening months of 1927 in our Pacific coast cities will doubtless continue to reflect that tendency toward conservatism which has been a distinguishing characteristic of the year now closing. There is no present indication of any material lessening of building activity in the far west area, but the building program seems likely to continue on the steady and stabilized basis of 1926 at a somewhat lower volume than that of 1925.

While the total of building for which permits were issued in 95 principal Pacific coast cities during 1926 amounts to approximately \$487,000,000 and is about 10 per cent below the comparable figure of 1925, the reduction has been evident only in those centers where an unhealthful overproduction of floor space and housing seemed threatened. It has proven a wise policy on the part of builders and those who finance building operations and has resulted in maintaining generally a stable and satisfactory schedule of occupancy.

That the normal growth of these cities will force an advance in building construction before end of 1927 seems probable. These cities are, the most of them, growing at a greater pace than are the cities of eastern states, yet the 1926 reduction in building activity has been relatively greater in the west, although the December estimates indicate a general reduction of approximately \$200,000,000 in the national building program of 1926 as compared with 1925.

Barring unforeseen economic disturbances, business generally should be good during 1927. There is no indication of a business slump that will cause widespread unemployment or that will cause a sharp decline in construction projects.

The earmarks of business depression in the building industry are absent. Costs of building materials are stable, labor is highly efficient and wages generally stabilized. As the money market is a most dependable barometer of business, it can be seen that there are ample funds with which to carry forward essential and necessary building improvements. In the early part of 1927 there will likely be no more than the seasonal variation in money rates.

The building situation in the west as throughout the country generally, is in fact more stabilized than a few months ago, and there is every reason to believe that this industry will continue in large volume to meet the ever-increasing demands of the American people.

WHEN BUILDING A HOME

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Walla Walla Has Much New Building

WALLA WALLA, Jan. 10—The year 1926 was one of the outstanding construction years in the history of Walla Walla. The building improvements permitted prove it. Only two other years in the past twelve brought more building here than 1926 as a glance over the figures will show.

The total expended in building here last year was \$479,384 and the other years since 1915 which exceeded that total were 1915, the banner year, when the improvements totalled \$540,659 and 1922, when the sum of \$515,400 was paid out for new construction here.

The available horsepower from water is estimated to be 450,000-hp, of which only about 30,000,000 is used at present.

U. P. BUILDS NEW COMBINATION CAR

Electric Coaches to Replace Locomotives on Western Branches

OMAHA, Jan. 8—Passenger trains that run without locomotives will be the next contribution of the Union Pacific to modern railroading. This unusual feat will be accomplished through the operation of a recently developed type of electric car, ten of which have been purchased by the Union Pacific for immediate service on certain branch lines and short runs in Kansas, Colorado, Idaho and Washington, replacing steam locomotives now in use on these runs.

The secret of how the Union Pacific will bring this about is revealed in the forward end of the new style passenger cars. Instead of the ordinary vestibule there is a snug little room where the power unit is located. This unit consists of an internal combustion engine running a dynamo and generating electricity for the motors on the axles which drive the car.

Combined Unit Power

Because this power unit is a combined gasoline engine and electric generator, the cars have been named "Gas-Electrics." They are sufficiently powerful to pull a 50-ton trailer, which may be an additional passenger coach, baggage, mail or express car, a standard Pullman sleeper, or even a loaded freight or coal car.

Three different types of cars having the uniform length of 72 feet are represented in the 10 ordered. Five are all-passenger cars, four are combination passenger-baggage-mail cars and one is a passenger-baggage combination.

Seat 70 Persons

The all-passenger cars each seat 70 people, 46 in the main compartment, and 24 in the smoking room, located just back of the engine room. The passenger-baggage-mail cars each seat 24. They have 23 feet of baggage space with a 15-foot mail section. Fifty-six persons can be seated in the passenger-baggage car, which provides twenty feet of baggage space. The cars are of all-steel construction throughout.

Passenger compartments are fitted with modern appliances for comfort and convenience of travelers. Baggage compartments are supplied with up-to-date equipment, and the mail sections are constructed and equipped to conform to standards and regulations of the U. S. railway mail service.

Four of the all-passenger type cars are equipped with engines of 250 horsepower. Two of these will be used between Belleville and Junction City, Kansas and the other two will operate between Salina and Oakley. The remaining six cars carry engines of 275 horsepower each. One of these, the fifth all-passenger car, is for service between Denver and Fort Collins, Colo.

Operate in Idaho

The passenger-baggage-mail cars will all operate in Idaho on the Cache Junction to Preston, Shoshone to Ketchum and Blackfoot to Mackay, runs. The fourth will operate between Ashton, the town of the famous American dog derby to Victor, near the Teton mountains. The one passenger-baggage



The paint and oil business went off with a bang this morning. Nearly everybody that has any job worthwhile always make a B-line for the Pratt Lumber Co. If it isn't right, we make it right. If you find a fellow sometime howling around a good deal saying that Pratt did this or Pratt did that, ask him if he came and spoke to Mr. Pratt himself about it. Some people think because a lumber man is a preacher that he has to be crooked. We are not using a preacher or religion as a cloak to hide under. We are just a man among men and we carry rubber in our lead pencil because we are subject to mistakes. If anyone has anything against me, come right straight to us and we will make it right or go out of business.

We certainly appreciate the large volume of business that we are doing and we expect to do everything possible this year to make your burden as light as possible in the building material line. A load going to Cove and several loads going to Cove and several loads going to different parts of the city and other people carrying it away in their Ford cars or in their hands or on their backs.

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PRINCE IS TALL

NEW YORK—Prince William of Sweden, is considering an invitation to become a member of the Daddy Long Legs club of Columbia, Ohio. The invitation came to the prince, who is six feet four inches, from Governor Vic Donahey, a charter member. The club's purpose is to seek longer beds, higher doorways etc., and it objects to wise cracks about tall fellows.

EXCHANGE PICTURES

ATLANTA—Bobby Jones and George Von Elm, who have contested annually to decide which shall hold a blue ribbon spinning title, think so much of each other that they have just exchanged pictures by telephone in a new arrangement for service between Atlanta and Los Angeles.

Storm Center



Cyrus E. Woods of Pennsylvania, former U. S. ambassador to Japan, is center of the latest political storm in Washington. Appointed to the Interstate Commerce Commission, he is meeting the opposition of a large group of western and southern senators. He was campaign manager for Senator Pepper in Pennsylvania's "slush fund" primary.



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