

Low-Cost Houses Offered Residents Here By White Rock Construction Co.

A novel, and certainly modern, service is being offered people of the coastal area by White Rock Construction Co., Inc., in way of low-cost housing, within the price range of everyone, as advertised by company officials, elsewhere in this issue. These houses, pre-cut, and tailored to fit the personal needs of any buyer, come in a wide range of prices, as well as styles. They will be handled locally through Pete J. Lesmeister Real Estate Agency.

Designed by Roy Davis, builder of 32 years experience, this "Redwood Home of the Future" is meant to reach the potential home-owner in the low income bracket primarily. H. A. Sanders, who has become business manager of the newly-formed White Rock Construction Co., designers and Builders of this new type of housing, liked the idea, and has finally worked out a plan for company expansion.

The company has set up operations at the Fielding ranch, a mile west of Smith River on Hwy 101, across the road from Valley View Courts. Here, the old barn has been remodeled into a complete re-manufacturing plant, where the material for the homes is cut to pattern, so the crew erecting the home will have little use for a saw on the job. In the present personnel of the company are George Blivens roofing and flooring expert; Everett Maunu, cabinet maker and finisher in the homes; Harry Wiens, transportation and equipment maintenance, besides the business manager, Sanders, and general superintendent Davis.

These homes, according to the company spokesmen, will be designed according to a wide range of plans, to fit the individual needs as nearly as possible. The buyer may get as much house as he is able to pay for. He may omit the interior finish for a time or he may have his choice of several interior finishes.

These houses, according to the company spokesmen, have been approved by FHA for loans. The simplicity, the compactness and utilization of space immediately "takes the eye" of anyone who is at all home-conscious.

For the time being, H. A. Sanders told the Pilot, Tuesday, these houses will be built from Klamath Calif., to Gold Beach, with the present crew. Other crews, if demand is sufficient, will be put on the job. Crag Lumber Co., of Smith River, has promised immediate delivery on lumber to the company.

H. A. Sanders told the Pilot he had appointed Pete J. Lesmeister Agency, Brookings, as the exclusive representative for the company in the area from Carpenterville to the State Line.

As the company expands, Mr. Sanders continued, agencies will be named for most of the coastal towns. "Why, we have orders for 2000 of these houses in Australia the minute we can get into that kind of production. That is the way this new type home is going across with the public."

According to Mr. Davis, general superintendent, the crew will be able to erect a house a week, so the buyer may not have to wait very long for a home, once he has decided upon what he wants. Additional crews will be added as demand grows, the company assures the public.

WASHINGTON WEEK NOTES

By Harris Ellsworth, M. C.
The propaganda line regarding the request for economic controls sent to Congress by the President was that he had asked for only "limited controls." I note that idea has been generally accepted by nearly everyone as a fact. I have not altered my opi-

nion one whit regarding the President's control bill, H. R. 9176. It places more power in the hands of the president than he ever should have under any circumstances. It was strange, however, the way the "limited controls" propaganda angle backfired. Apparently the administration idea was to soothe the people and not excite them. But the people of America are too keen to fall for such pap. The immediate reaction to the request for the alleged limited controls plan ran something like this: "Freeze everything and control everything or don't control anything. We want no favorites played this time."

Seemingly stunned by this un-

expected roar, the president and his congressional leaders forthwith presented the house with a bill calling for price controls, wage controls and rationing.

If the situation is viewed very calmly there really is no reason for enacting a law placing economic control in the hands of the president if our military action is confined to Korea. Existing war powers, which are still in force, plus requisitioning powers carried in the selective service act are ample to meet any problem arising from the Korean trouble. Unfortunately, there is general world tension. It seems we must hope for the best and be prepared for the worst.

The shortage of freight cars is causing industries to close and considerable unemployment in Oregon now. The situation may become worse before improvement begins. One substantial glimmer of hope comes from the fact that the car builders have recently received orders for 100,000 new freight cars. These cars will be paid for and owned by some large insurance companies as investments. They will be leased to the railroads. I have not heard that the Southern Pacific

Railroad will receive any of these cars now being produced. I hope, however, that if the S. P. does not take any of the financed cars it will order some for its own account.

Incidentally, the car shortage is not local to western Oregon now. A letter to me from the head of the Bureau of Service of the Interstate Commerce Commission recently carried this sentence in the concluding paragraph: "We are facing one of the worst country-wide car shortages in my experience and it is not improving, and will not for some time, if at all." That is pretty discouraging but one thing is certain, we cannot let the

transportation system of this nation bog down for lack of freight cars. The government can and will build some freight cars if that becomes necessary.

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