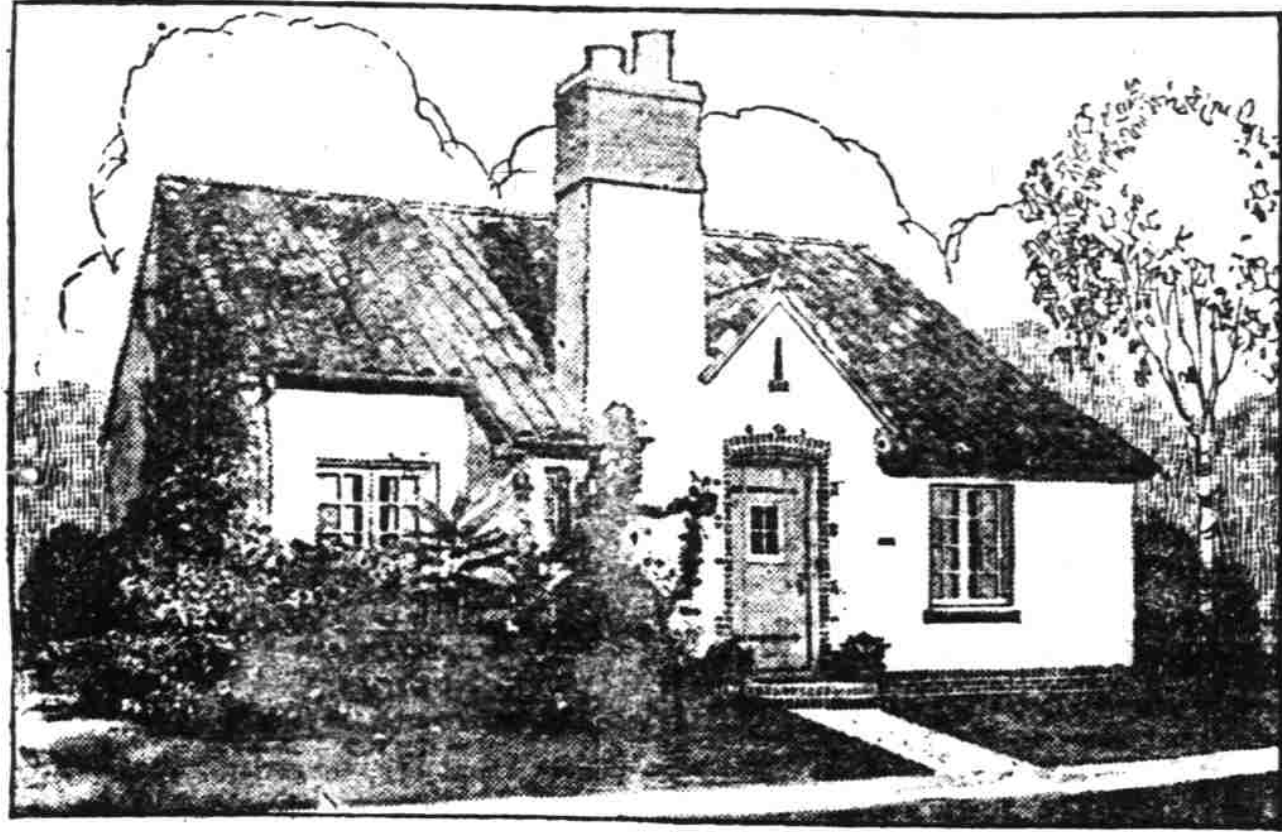


A FRENCH COTTAGE OF SIX ROOMS



Copyright 1927—The Architects' Small House Service Bureau of the United States, Inc. Plan No. 5327.

WHAT sort of result issues from the architect's alchemy? He mixes together walls, roofs, windows, chimney stacks on his paper crucible. From it must come order, direction, beauty. Any one can mix up these elements, but only an architect can make the proportions such that lasting beauty remains. The more skillful he is the more beauty he gets.

Here then, in Design 5327, is an expression of the alchemy of architecture by which gross materials of wood, brick and stone have been transmuted into pure beauty—in a word, into architecture. See how well the plan elements are disposed, how direct the communication. How clearly the architect has visualized the special uses of each of the rooms.

To this six-room house, four on the first floor and two in the second, have been added vestibule, breakfast room, terrace, inglenook with gorgeous fireplace, closets in profusion.

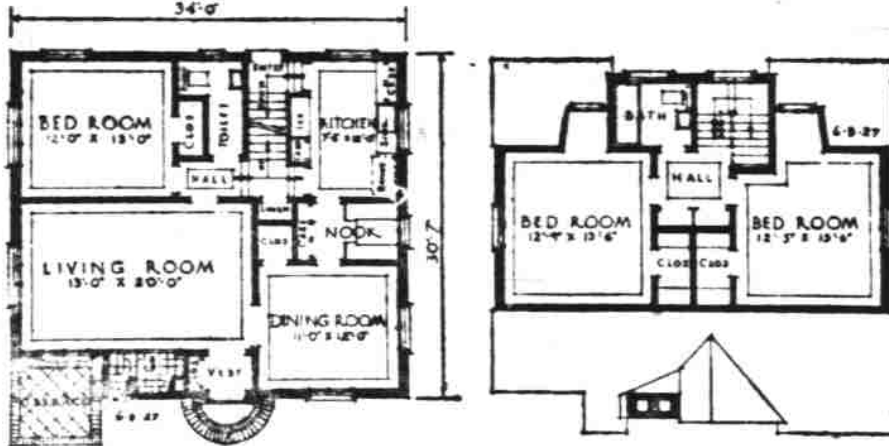
Going over the plans we find countless details of interest. For example, there is a first-story bedroom and toilet, a grade entrance, coat closet in vestibule, three linen closets.

Variety Bounded by Good Taste

The living room, dining room and kitchen occupy a position which is detached from the first-story bedroom. The separation of kitchen and dining room by the breakfast alcove is an arrangement which has its particular advantage in that the kitchen is wholly set apart from the living quarters. The operations of the scullery as to noise and odor must pass two doors before they get to living room and dining room.

The placement of the dining alcove makes of this feature, which has come to be the standard equipment of the small house a somewhat more formal affair than the usual dining space that appears as part of the kitchen proper. Yet its convenience in the place given it in this plan is practically as direct as though it were located in the kitchen itself. It will certainly be a far pleasanter place to dine.

The interesting details are not confined to the plan alone. Perhaps the prospective home builder is more inclined often to give the exterior of the house his most direct attention. In this case there is much that will reward study.



If one views the house from the point of view only of its massing, disregarding the play of materials, seeing only the wall forms and the way in which they blend together, he will find here balance. The picturesque qualities do not come from disorder, parts are not placed or given shapes without any thought of the way they will relate to all the rest of the house. It is a picture of orderliness, which, like the plan, is a product of the architect's genius to translate crude materials into enduring beauty.

There is a contrast of materials here which lend vivacity from color and texture as well—plastered walls, variegated tile roof, brick insets about the doorway, iron bound door. The bricks at the stoop and at the window sills, as well as those capping the chimney stack, complete a variety which is completely bounded by good taste.

Some Construction Facts

Construction: Hollow tile walls, exterior finish stucco, brick trim. Window frames may be of metal if desired.

Lot size: Forty-five feet. Designed to face: East or south.

EDITOR'S NOTE: The plans for small houses are furnished by the Regional Bureaus of the Architects' Small House Service Bureau of the United States, Inc., an organization made up of the representative practicing architects from leading architectural offices throughout the United States. This bureau is controlled by the American Institute of Architects, and has the endorsement of the Department of Commerce, United States government. It is practically a nonprofit-making service, and has as its purpose the furnishing of a very complete and dependable small house plan service at modest cost. For information regarding the blue prints and specifications, address the Home Building Editor of this paper.

BUILDING ACTIVITY HERE ACCELERATING

January Total So Far Ahead of Same Period of 1927 Despite Weather

Building construction again starts promisingly with the opening of 1928, the first half month showing an increase in total values of building started, despite a discouraging stormy first week.

January totals up to Friday were 21 permits for values adding up to \$74,900. At the half month mark, however, the total was \$69,000, as compared to \$55,100 a year ago.

Permits issued so far this month show a preponderance of residence construction, the factor which 1927 created a new record.

The largest single permit so far this year has been that of the Terminal Ice & Cold Storage company, for remodeling the old Larimer warehouse building on North Front street at a cost of \$41,000.

The record so far this year is all the more remarkable from the fact that weather conditions were especially unfavorable for the first week and a little more. This condition was noticeable in the almost entire lack of permits while it prevailed.

With better weather the second week, the permits began to come in two and three a day. A year ago, on the contrary the activity was steady throughout the two weeks, due to favorable weather.

Thus it may be said that the record for the second week represents more than double the activity for a similar period a year ago.

DOUBLE STEEL FOR BODIES FAVORED

More Speed Demanded and Steps Taken To Provide More Safety

The public is demanding more than formerly, and this demand is reflected in the increase of speed limits as designated by several states that have the same. In the opinion of Professor L. L. Vaughan, who makes this statement, manufacturers should consider this demand and direct their efforts toward making the car as safe as possible.

Professor Vaughan, of the Technical Engineering Department of the North Carolina State College of Agriculture and Engineering, is one of the contributors to the recently published symposium gathered by Percival White, New York City consulting engineer, entitled, "The Opinion of Leading Authorities on the Ideal Motor Car." He says further,

ACQUISITION MORE FOREST LAND SEEN

Bill Authorizing \$40,000,000 Expenditure Reported On Favorably

WASHINGTON, D. C., Jan. 21—A favorable report on the McNary-Woodruff bill, S. 1181, which provides for Federal expenditures of \$40,000,000 for the acquisition of forest lands, has been voted by the senate committee on agriculture and forestry, following brief hearing in which lumbermen, foresters and others urged the early passage of the measure. The committee will recommend that the total appropriation be made available for an eight-year program.

The bill contemplates the purchase of 4,000,000 acres at the headwaters of navigable streams, two and one-half million acres in the Lake States and a like amount in the Southern Pine region. Re-forestation of these areas would be the aim of the government in making the purchases.

Co-incidentally with the announcement that passage of the McNary-Woodruff bill has recommended comes word from Sweden that the annual growth of timber in Sweden's forests now exceeds the annual cutting by nearly 100 million cubic feet. This result, according to a study prepared for the U. S. department of commerce, has been accomplished through forestry practice making extensive areas more productive and through closer utilization, which has relatively reduced cutting.

In spite of the double steel construction the Victory is lighter than any car of its strength. This is because, by eliminating from 330 to 480 parts unnecessary to the ordinary car, the one piece construction of the Victory saves at least 175 pounds in weight.

An easy speed of 65 miles an hour may be had in the Victory. The car does 21 miles to a gallon of gasoline at a speed of 25 miles an hour, and accelerates from 5 to 25 miles in eight seconds, and from 10 to 45 miles in 15 seconds.

The Construction of an elaborate system of superhighways, greatly enlarging the Federal aid highway program, which provides for 182,000 thousand miles of Federal-aid road, has been asked in a bill just introduced in Congress by Senator George H. Moses of New Hampshire. The measure, actively supported by the American Motorists Association, provides for a highway as direct as practicable between the Atlantic and the Pacific Coasts and for cross highways, which would connect the entire United States.

Skyscrapers that draw hundreds of people into a very small area, are blamed for much of today's traffic congestion by Chas. A. Tucker, general sales manager of the Peerless Motor Car corporation.

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BUILDING COSTS OFTEN CRITICISED

Some Increase Noted Since Pre-War Days; Brick Layers Must Work

There is no denying that building costs have increased tremendously since the pre-war years. Nor can it be denied that there is a keen resentment in the public mind in consequence. This is more or less constantly reflected in the newspapers and the magazines. Stories regarding some phase of construction costs are appearing somewhere or another almost daily.

No member of the building trades has been more consistently subjected to criticism than the bricklayer. It is charged that he lays today only half as many bricks as he did before the war and gets five or six times as much money for it. The bricklayer is unfortunate in that his work is always open to view. Of all the artisans on a building his daily accomplishment alone can be measured with any degree of accuracy.

The carpenter may potter around, if he is so disposed, with his hammer and saw, his square and his mitre box, and at the end of the day one has to be a real expert to tell what he has accomplished. The same is true of the plumber and the electrician, and most every other workman on the job. Their work is lost in the mass, so to speak, but the bricklayer's daily performance speaks for itself inescapably.

Admittedly workmen of whatever sort suffered a letting down in their output during the cost plus war period. Most of them were not criticized then by the contractors who, few in the know will deny, were making their work cost the government just as much as possible. Workmen in general came out of that period with habits and ideas that it has taken almost a decade to correct. But today most of them are doing a pretty fair day's work.

A recent article in a Chicago paper is indicative of the disposition to pan the bricklayer. As one reason for increased building costs it cited that in 1920 the price of brick was \$4.50 a thousand and a bricklayer, receiving \$2.50 a day, laid 2000 brick. Last year, the story continued, brick cost \$21 a thousand and the bricklayer, receiving \$14 a day, laid only 600 in 8 hours.

The 1920 figures may or may not have been correct. Those for 1926 certainly were not. Common brick delivered on the job in Chicago last year cost \$12 a thousand. Thomas E. Preece, former secretary of the International Bricklayers & Plasterers' union, is authority for the statement that no bricklayer could hold a job in Chicago in 1926 who did not lay an average of 1,300 brick. Preece lives in a Chicago suburb. These facts might easily have been verified but that wouldn't

RAINBOW CHASSIS RANKS VERY HIGH

Considered Most Elaborate Attempt To Reveal Inner Workings

FLINT, Mich., Jan. 20—Comment from the National Automobile show at New York, filtering back to Flint, indicates that Buick's Rainbow chassis ranged well up among the many show exhibits as a focus of public interest. The Rainbow chassis, prepared under the supervision of Kingston Forbes, Buick style engineer, represents months of work. It consists of a regular 1928 Buick chassis, exterior parts of which are so cut away as to reveal every moving part in actual operation. The frame is finished in soft-lan Duco, and the springs, radiator

shell, and all other unacquainted parts, including gears, in gleaming nickel. Small lamps of various colors are concealed inside the crankcase, head, transmission and rear axle housings, the torque tube, and between the channels of the frame, and these flash on and off and change hue as the chassis' driving apparatus turns, flooding the whole display with soft light of many tints.

The chassis is said to be the most elaborate attempt ever made to reveal the inner workings of a motor car. Not only the operation of the pistons, but that of valves, camshaft, push rods, crankcase and all the other interrelated mechanism is plainly visible, so that the function of each individual part may be readily discerned. "The Buick chassis is about as far from conventional design," said Mr. Forbes, "as the Rainbow chassis from ordinary cutaway chassis hitherto seen. It is the product of almost a quarter-century of development and progress—development which has produced the vibrationless six-cylinder valve-in-head engine, the double drop frame, the torque tube drive, the famous sealed feature which shuts out dust and moisture, cantilever springs, hydraulic shock absorbers, and mechanical four-wheel brakes."

Radio equipped Peerless cars are being used by the police of Cleveland as an aid in the apprehension of criminals.

COMFORT SHOULD GO WITH PERFECTION

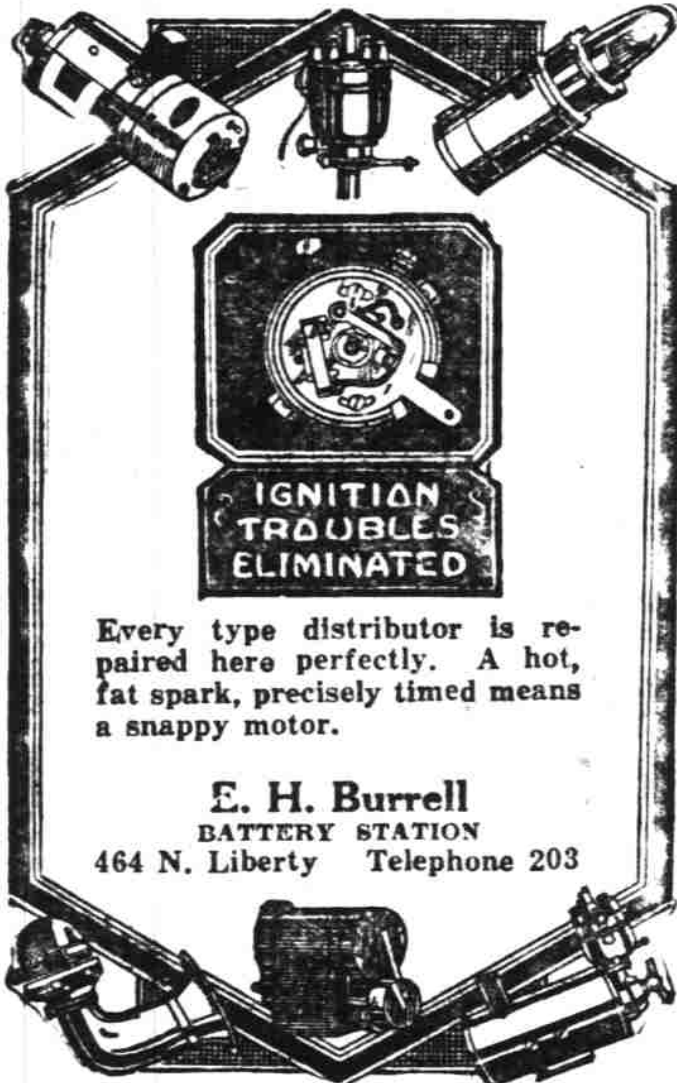
Absence of Body Ills Being Noted in Latest Designs of Automobiles

In a recent symposium gathered by Percival White, consulting engineer of No. 175 Fifth avenue, New York City, to determine the requirements for ideal construction, J. A. Kline, managing director of the Automobile club of Richmond, Virginia, stated:

"The thing of importance in an automobile covers a great many of your subjects, namely, good engine, good chassis, good brakes, good body, or, in other words, those parts which go to make up a good automobile. After this is once made the next thing is the important comfortable features that go with it as well as mechanical features that make safety."

Considering the new product of Dodge Brothers—the Victory Six—notes that the car has not sacrificed comfort for mechanical perfection. It has a noiseless body—and the construction of the entire chassis renders the car absolutely quiet while being driven. There is an absence of body sills, and the seat bases are built into the chassis—an unusual feature which makes for greater comfort. There is sufficient headroom, leg room, and the seats are of unusual width—which keeps the backbone in a comfortable position. The comfortable angle of the seats and backs, with ample roominess, insure comfort and change of position on long rides. The quality of the upholstery—the sides put on in detachable panels—all aid in keeping occupants of the Victory Six in a state of comfort.

The double wall construction of the car keeps it at an even temperature both in winter and in summer—and tight fitting doors make it draftproof. Automobile production in the United States during November was 133,202 passenger cars and trucks, compared with 256,300 cars and trucks produced in November of last year, according to monthly production figures of the Department of Commerce.



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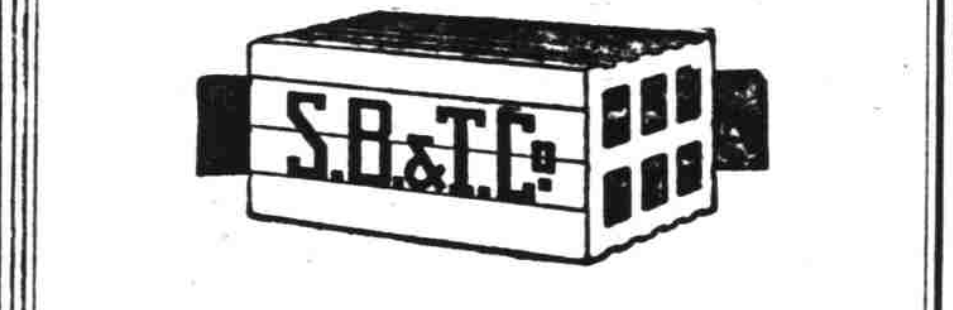
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