

Progress of Construction on the Coos Bay-Eugene Railroad

EUGENE, Ore., Aug. 9.—Just one year from the time that the Southern Pacific company authorized the construction of a railroad connecting its main line at Eugene with the fertile and prosperous Coos Bay district one-fifth of the work is completed and the energy of nearly 1000 men is directed toward the early completion of the remaining three-fourths.

Now and for several months more the principal activity on this new Harriman outlet to the coast will be directed on the 23 miles of track

New York. Contracts have been let to Porter Bros. of Eugene.

It is aimed to have the entire line completed and in operation by Jan. 1, 1915. At the present rate of progress this can be accomplished. The first 23 miles, which constitute virtually one-fifth of the mileage, are said to be the most difficult of construction. The remaining portion can be built at a much faster rate.

Considering the fact that many legal and engineering difficulties presented themselves to the Southern Pacific company at the time it an-

nounced its intention of building this line, the progress made in the last year is very satisfactory to officials of the Harriman system.

Probably the most serious hindrance was offered by the so-called Pacific Great Western, a railroad owning valuable rights of way parallel to, and at some points conflicting with, those of the Willamette Pacific, under which name the Southern Pacific's Coos Bay line is incorporated. A few months ago an agreement was reached between the Harriman interests and the forces be-

hind the Pacific Great Western and the Harriman company took over the holdings of the rival enterprise. McArthur Bros., who appeared to be the contractors for the proposed Pacific Great Western, were given the contract for the completion of the new Harriman line, which arrangement, it was understood, was agreed to when the Pacific Great Western was taken over by the Harriman interests.

William Hood of San Francisco, chief engineer of the Southern Pacific company, has charge of construc-

tion work. When the line is completed its operation will be under the management of the Portland officials of the Southern Pacific.

CONTRACT IS SUB-LET.

Fuller & Company to Build 23 Miles for the P. E. & E.

The Eugene Register says: Flagg & Standifer, who received the contract from the Portland Eugene & Eastern to build the line from here to Monroe, have sub-let the entire contract to Fuller & Co. and the

BOY RECEIVES GOLD MEDAL

CHESTER ISAACSON WINS GOLD MEDAL IN W. C. T. U. DEMOREST CONTEST.—WAS FIRST OF KIND.

The first gold medal contest held in Coos county was given by the local W. C. T. U. last evening in the Odd Fellows hall, when the judges awarded the choice and much coveted prize to Chester Isaacson, one of Marshfield's promising young men, and the last speaker on the list. The contest was participated in only by those who had formerly won silver medals, thus the entire program was composed of speakers who wore laurels of former days.

The following program was carried out with the exception of a solo which was rendered by W. A. Reid in place of the male quartet. Reading of scripture and prayer . . . Mrs. G. Leroy Hall

Vocal Solo . . . "Who Knows" Mrs. M. D. Meeks.

Oration "The Conflict Irrepressible" Leslie A. Isaacson.

Declamation . . . "Old Soapy" Mrs. Elijah Kelley.

Soliloquy . . . "The Dying Drunkard" Lee D. Byerly.

Music . . . Male Quartet

Oration . . . "The Final Voice" Mrs. Clyde Gosney.

Oration "A Defense of the Drunkard" Eric P. Bolt.

Recitation . . . "The Moderate Plan" Mrs. Howard Savage.

Recitation "The Convict's Warning" Chester L. Isaacson.

Vocal Solo . . . "A Perfect Day" Mrs. M. D. Meeks.

Conferring of Judges.

Presentation of Gold Medal Rev. Z. O. Doward.

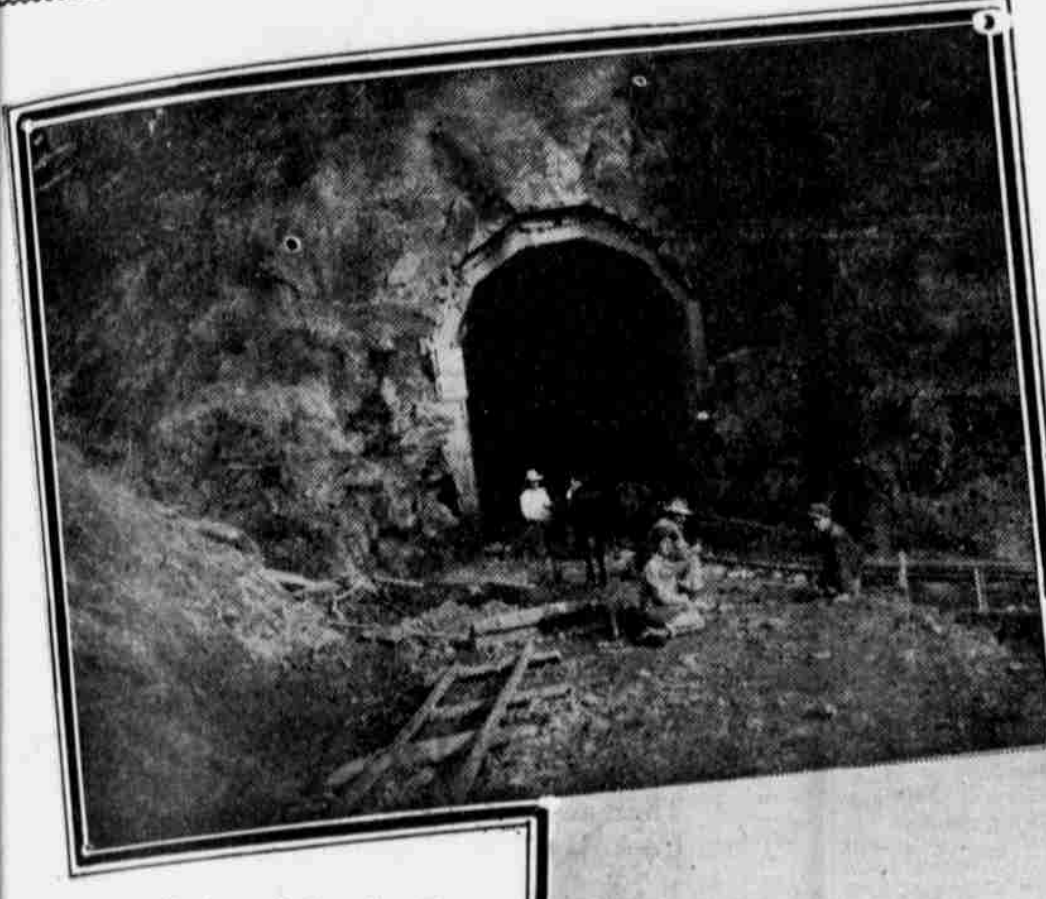
Mrs. Effie Farringer, accompanist.

When the speakers had finished the large audience that filled every part of the great hall at once began to hum in words of approval. Sincere expressions as, "That was a real contest," "Marshfield might well be proud of the W. C. T. U. and Mrs. Stump," "What a delightful evening!" and "It was well worth a good round admission fee," were heard.

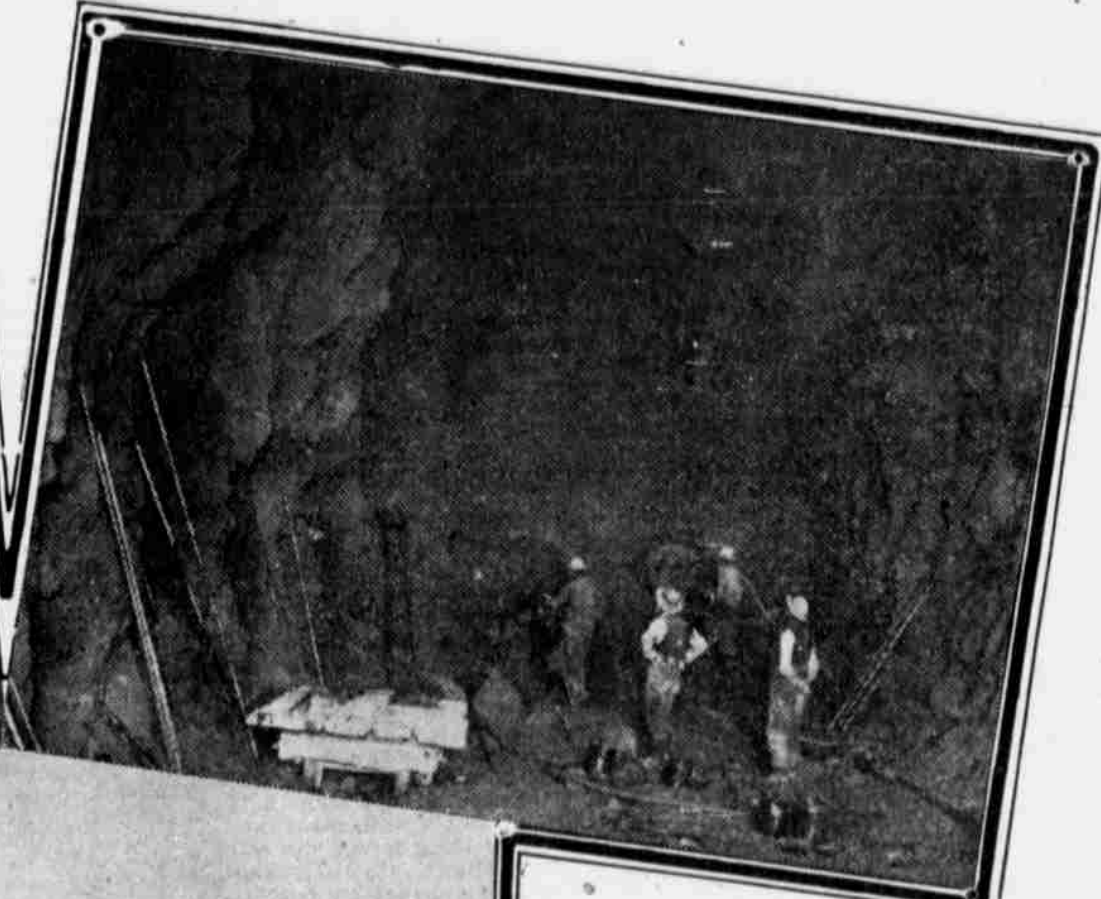
The judges' decision was announced by Mrs. Rebecca Luse-Stump, superintendent of the Demorest medal contest department of the local W. C. T. U., to whom the audience was greatly indebted for the splendid entertainment. Rev. Z. O. Doward made the presentation address, handing with fitting words the gold medal to Chester Isaacson and making special mention of the recitation of Mrs. Howard Savage.

The judges for the evening were Mrs. Henry Sengstacken, Mr. C. R. Peck and Prof. A. G. Raab.

The contest last evening was one which follows a series of silver medal contests. The winner of the contest held last night is now eligible to enter a contest anywhere with either gold medal winners to contest for a grand gold medal. Following this contest is the diamond contest and last the grand diamond.



1.—Entrance to Noti tunnel, Coos Bay-Eugene Railroad.

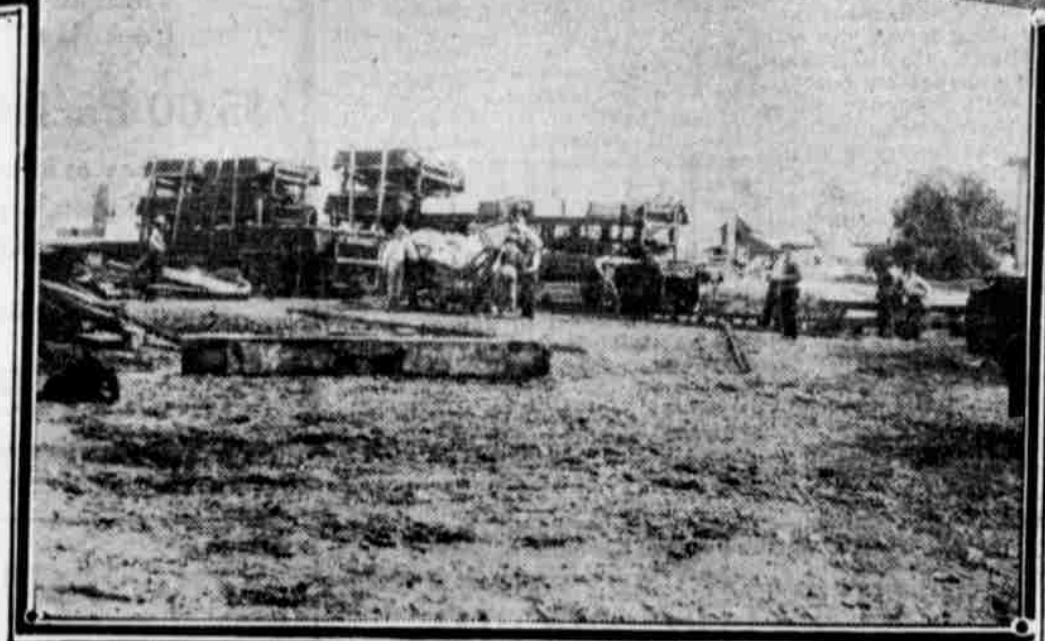


2.—Working 600 feet from entrance to tunnel.

Immediately west of Eugene, which are being built under contract to Twoby Bros., the well-known Portland contractors.

Since early last fall Twoby Bros. have had a large force of men at work. They have had their powerful construction equipment on the ground and have made every effort to finish the project as rapidly as is consistent with standard construction.

On the extreme west end of this 23-mile contract is a tunnel which has been cut through nearly half a mile of solid rock. The biggest camps of the contractors are maintained at the east portal of the tunnel—Noti tunnel, it is called. Some men and equipment also were taken over the mountain to the west portal and considerable progress made

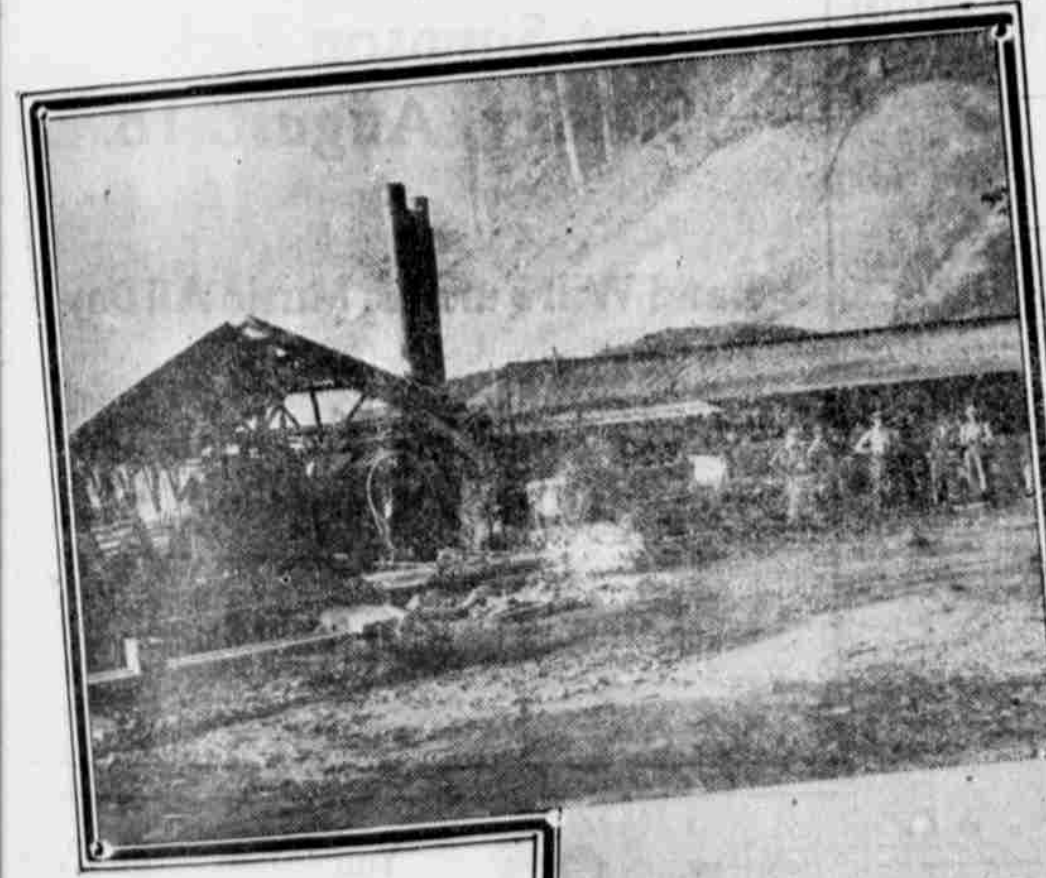


(Courtesy of Eugene Guard.) 3.—Unloading construction outfit from cars in Eugene.

head of this firm will leave Eugene in an automobile this morning and will go over the entire route for the purpose of establishing construction camps. There are 23 miles in the contract, and camps will be strung along the entire line.

Fuller & Co. have sub contracts on a large part of the Eugene-Coos Bay road between here and the Noti tunnel, and Fuller & Bain, which is an allied company, have just completed a large contract on the Oregon Electric between here and Albany. It is probable that a large amount of the equipment used on the Fuller & Bain contract will be moved at once to the Monroe line.

SPECIAL CANDY SALE at STAFFORDS' Saturday and Sunday—Caramels 35 cents per pound.



1.—Air compressor at Noti tunnel, Eugene-Siuslaw, Coos Bay railroad.



2.—Steam shovel at work near Elmira.

cutting into the rock wall from that side.

Meanwhile men and teams were engaged in building out from Eugene to connect with the east end of the tunnel. This work was light compared to that on much of the other railroad construction in Oregon in the last few years. At a few points some deep cuts were necessary but the character of the soil did not necessitate heavy blasting. Several thousand feet of this also had to be made and a number of trestles were built. The contractors now are putting finishing touches on the line between Eugene and the tunnel. It is necessary first to complete the railroad from Eugene through the tunnel to permit the easy and early construction of the remaining trackage to Marshfield, the objective western terminus. Material and supplies then will be hauled from Eugene over this new and completed track to the west portal of the tunnel from which future operations will be conducted.

Contracts for the construction of the western portion of the line—that portion between the west portal and Marshfield—have been let to McArthur Bros., contractors, of



(Courtesy of Eugene Guard.) 3.—Railway graders at work at Camp No. 6.

TILLAMOOK SENT TO OAKLAND

Engines Are Being Rebuilt—Will be Off Run a Month

FORTLAND, Ore., Aug. 9.—Her engines never having proved satisfactory, the gasoline schooner Tillamook has been sent to Oakland to have them rebuilt. The work is being done by the Standard Gas Engine Co. F. P. Baumgartner, the local agent, said this morning that it will take about a month to complete the job. In the meantime the traffic the Elmore company has built up between Portland and Oregon Coast points will be taken care of by the steamer Sue H. Elmore and gasoline schooner Patsy. With every pound of freight she should carry the Patsy left at noon for Bandon and way ports. Bound for Tillamook the Sue H. Elmore got away last night with a capacity cargo.—Telegram.

SPECIAL CANDY SALE at STAFFORDS' Saturday and Sunday—Caramels 35 cents per pound.

An unfilled want causes unhappiness—Times Want Ads bring results.

DEER HUNTERS LOST

Relief Party Rescues Sportsmen Near Klamath Falls

KLAMATH FALLS, Aug. 10.—Famished and worn out by a struggle through dense underbrush and marsh land, Dr. E. H. Lyman, a dentist, and V. O. Buckley, a real estate man, both of San Bernardino, Calif., who were lost while hunting deer on Mount Pitt, were discovered by searchers, wandering about, unable to get their bearings.

When found by searchers the men were 12 miles from their camp on the Lake of the Woods, at the foot of Mount Pitt. The two men tell a harrowing tale of their adventures in a strange wood. Looking for deer they had wandered about until they had lost all idea of the location of their camp. As night fell a fierce thunder and electrical storm burst over their heads. They sought shelter among the trees as best they could, expecting to find their way back to camp later. This they tried to do, only to get deeper into the jungle.

Climbing a tree, Dr. Lyman located what he thought was Lake of the Woods off in the distance. The two men made their way to the body of water, only to discover that it was a strange lake.

Confused, they decided the best thing to do was to pitch camp for the night. In the morning they continued their wanderings, which finally brought them to Rock Point, fully 12 miles by air line from their starting point. Here searchers discovered them resting on the banks of Klamath lake.

Mrs. Lyman went into hysterics when her husband did not return to camp, and is now under a physician's care.

Seventeen members of the Klamath Fall lodge of Elks organized a searching party, but got to Upper Klamath lake just in time to welcome Dr. Lyman and Buckley upon their return.

Coroner Earl Whitbeck accompanied the party, as it was firmly believed here that the searchers would locate the bodies of the two men.

DON'T FORGET that our shoe shop is the BEST in COOS COUNTY both for REPAIRING and NEW WORK. O. G. LUND, 215 SOUTH BROADWAY.

Times' Want Ads bring results.

Views Along Line of Construction of New Coos Bay Railway