

RAILWAY NEWS OF SOUTHWESTERN OREGON

MANY GRADES DONE

WORK ON COOS BAY-EUGENE LINE NEARLY COMPLETE

On Whole Line But a Few Small Stretches of Road That is Not Ready for the Rails

EUGENE, April 8.—The grading of the Willamette Pacific between Eugene and Marshfield stands 98 per cent complete. On the whole line but a few tractions of a mile here and there are not at the present time ready for the rails. The last of the eight tunnels will be completed within the next 15 days, the construction of a total of three miles of piling across the smaller coast lakes is already under way, and the construction of the 650 foot steel bridge across the Siuslaw river will be commenced at once.

Such were the announcements of H. P. Hoey, assistant Southern Pacific engineer in charge of the Willamette Pacific construction, who was in his office following an inspection trip over the entire line. Construction conditions are favorable in the extreme, every step possible taken to complete the line to Mapleton this year.

Good progress has been made on the bridge across Coos Bay, which, with its 200 feet of steel is referred to by the engineer as a gigantic project. Five of the piers are completed and several others are in the various stages of construction. The work is carried on under 30 feet of water, a diver has been brought from San Francisco to assist in the sinking of the huge caissons.

C. R. Broughton, engineer in charge of this work, has been given orders to rush the construction of the Siuslaw bridge. The assembling of materials has already begun, and camps are being established. The orders have been placed for the piling and timbers, part of which will be shipped from Eugene to Mapleton over the newly completed portion of the road and rafted down the Siuslaw. The steel is already in the Eugene yards for all three bridges across the Siuslaw, the Umpqua and Coos Bay.

Good progress, says the engineer, is being made on the grade across the recently acquired right-of-way over the Anderson-Johnson rock quarry and the expectations are that it will be completed in time to have the steel at the bridge site by the time the piers are completed. There is no bedrock here and these must be built, as in the case of the Coos Bay bridge, on piling set far under the river bed.

All the grading will be completed in less than two months, says Mr. Hoey. Only two places of any account remain, one of these being that across the rock quarry, and the other at Lake Tahkenitch.

Porter Brothers, contractors, are now concentrating their forces on the construction of the piling across the arms of Tsilcoos, Tahkenitch and Ten Mile Lakes. The piling has mostly been cut; the driving alone remains and this is under way.

Less than 60 feet of rock remains between the headings in the long tun-

nel No. 7. Crews are working both ways. The tunnel is 4300 feet long. Less than this amount remains in No. 8, a shorter tunnel. These complete the tunnelling.

PORTER BROS. CLOSING UP

A. R. Porter and J. D. Porter, of the railroad contracting firm of Porter Brothers, who have the sub-contract for the construction of the grade on the Willamette Pacific railway, returned to Eugene from a trip as far as Acme.

A. R. Porter said that his firm has no more than 300 men on the whole contract at the present time and that the grading is practically finished on the entire line. The work of grading through the quarry below Mapleton, where a right of way was only recently acquired, has been started. There are 65 men at work there and a good sized force is at work on the grade through the property of the Point Terrace Lumber Company, which right of way was also held up until a few weeks ago.

Porter Brothers are gradually getting their construction material out of the coast country. Every few days there are several car loads in the Eugene yards on the way from the scene of construction to Portland, the headquarters of the company.

GRANTS PASS ROAD

WORK TO BEGIN ON CALIFORNIA AND COAST LINE

Twohy Brothers Say That They Have Contract for Construction of the \$5,000,000 Railway

PORTLAND, Ore., April 8.—Twohy Brothers, railroad contractors who have built a number of important units of the Harriman lines in the northwest, announced that the completion of the California and Coast railroad, projected from Grants Pass, Ore., to Crescent City on the coast of Northern California, had been financed and that construction operations would be begun within a few weeks and carried to completion, probably by the end of this year.

The project called for an expenditure of about \$5,000,000. Of this sum the city of Grants Pass already has raised \$200,000 by a bond issue, and the money has been expended in building the first 10 miles of the road between Grants Pass and Wilderville. There remains to be built \$1 million of road. For this the greater portion of the right of way has been secured.

CANNERY AT GOLD BEACH

John Gustavson and his son, Alex, from Astoria, arrived in the city last Friday. Mr. Gustavson has charge of the construction of the new cannery, which is being built near the Bagnell Ferry. This is the twelfth cannery which he has built and the second for Mr. Seyborg. The pile driver is working full time and everybody is busy, pushing the construction as fast as possible. A large force of men was put on as soon as the driving was completed.—Gold Beach Globe.

WRITES OF BRIDGES ROSEBURG RAILWAY

ENGINEERING NEWS DESCRIBES WILLAMETTE PACIFIC

Milo K. Temple, Assistant Engineer on S. P. Explains Structure of Big Bridge Building Over Bay

"An Economical Bridge-Pier Foundation" is the title of an article written by Milo K. Temple of North Bend, assistant engineer of the Willamette Pacific who writes of the big bridge now under construction across the Bay, the article having appeared in the April number of the Engineer News, one of the foremost publications of its kind in the United States. Most interesting are the descriptions and figures compiled by the engineer.

The steel work for this bridge will consist of nine 150 foot spans, two 180 foot spans, and one 458 foot drawspan, a total of 2208 feet of steel. A five pile-bent ballast trestle, of cedar piles and cedar lumber will make up the remaining section of 2,988 feet.

"There will be in all," runs the article, "14 piers, containing about 16,000 yards of concrete. It being an all sand foundation, the piers in turn will rest on close driven piles reaching from 30 to 45 feet below the bottom of the concrete."

The center of pivot pier of this number was completed two months ago. It is the largest of the piers and is to support the draw span, which will weigh about 1,000 tons. This is to be a center-bearing swingspan and will allow of 200 feet in the clear on each side of the center pier.

The pivot pier, being cylindrical in shape has a total depth of 52.7 feet and contains approximately 1,500 yards of concrete and rests on 141 foundation piles. Mr. Temple then tells of the manner in which the concrete for this pier was poured.

About 23 feet is the depth of water here at the ordinary high tide. As constructed, the bottom of concrete is 48 feet below ordinary high water, 25 feet below present ground surface and 10 feet below the proposed bottom of the channel.

A picture on the first page of the magazine shows the sheet pile casing put down for the pivot pier of the big bridge. It was this same sheet pile casing that did away with the use of water tight caissons in putting down the concrete that came following after.

GOLD BEACH GLEANINGS

The Globe Tells of Southern Curry County Events and People.

R. D. Miller and wife, of Marshfield, were in the city Monday. Mr. Miller is superintendent of the Puget Sound Bridge and Dredging Company.

G. W. Wilhite was arrested on Sunday, arraigned and pleaded not guilty of "hog stealing" and preliminary set for Saturday at 1 p. m., before Justice Stafford.

Walter Ransom, of Brookings, gathering data in reference to contract for grading county road, was in the city last week.

COUNTY SEAT NEWS

Items of Interest in Coquille Clipped From the Sentinel

O. C. Ochitree, of this city, was taken down to the Bandon hospital last week where one of his legs was amputated on Tuesday the 22nd. The trouble which caused the loss of the limb was a tuberculous affection of the knee joint. He stood the operation well and is getting along fine.

The baby daughter born to Mr. and Mrs. Leo J. Cary last Tuesday morning only lived 24 hours, passing away Wednesday morning.

YOUR CATTLE BRAND

MUST BE REGISTERED IN OREGON AFTER MAY 22

Inspection by Duly Appointed Official Also Provided for by New Law—Shipments to be Regulated

SALEM, April 8.—A state brand recording and inspection law will take effect May 22, and it provides that any person, firm or association desiring to adopt any brand shall sign a certificate setting forth a facsimile and description of the brand, giving definitely its location on the animal, together with a statement of the desire to adopt the same, and shall file the same with the State Veterinarian who shall keep a record and issue a certificate to those entitled to a brand. The payment of a fee of \$1.00 is required.

Times Want ads bring results.

BASEBALL SCORES

THREE TEAMS OF LEAGUE HOLD SWAT FEST

Oakland Commuters Make Season's Record With 15 Hits Off Angeles Twirler; Mormon Bees Get 13

PERCENTAGES OF COAST LEAGUE

(By Associated Press to Coos Bay Times.)	W	L	P.C.
Salt Lake	5	2	.714
Los Angeles	5	4	.555
San Francisco	4	4	.500
Oakland	4	4	.500
Venice	3	4	.428
Portland	3	6	.333

SAN FRANCISCO, April 8.—In a slug fest alive with hits the Bees tramped the Portland Beavers farther toward the bottom of the percentage column yesterday in the Mormon capital, score 8 to 4 with the home team making 13 hits. Los Angeles was wild and Oakland secured 15 hits and an 8 to 5 score, while the home team won from Venice, 1 to 0.

The scores of yesterday's games follow:
At Salt Lake— R. H. E.
Portland 4 10 2
Salt Lake 8 13 0
At Los Angeles— R. H. E.
Oakland 8 15 2
Los Angeles 5 9 4
13 innings.
At San Francisco— R. H. E.
Venice 0 8 1
San Francisco 1 7 1

PORT ORFORD HAPPENINGS

Development and Marine News From The Agate City.

The first automobile of the season to make the run from Langlois to Rogue River passed down the coast Sunday.

The Rustler laid in our harbor for a few hours Monday while en route from Astoria to Rogue River with a load of cannery supplies for the Wedderburn Trading Company.

Two gentlemen from Marshfield are now in this section looking over conditions with a view to starting a box factory on Sixes River, near the bridge. It is reported that the gentlemen have been offered a site and considerable spruce timber free, and that they are so well pleased that the factory will be built in the very near future. The box material when manufactured, will be shipped from Port Orford.

Harry Huntley, of North Bend, was in Port Orford last Wednesday night on his way to Gold Beach to see his mother.

Nat Boatwright, the tie inspector, from Bandon, arrived in Port Orford Monday night and is now inspecting ties in this vicinity.

The Astoria Company that is building a cannery on the Alf Miller place on Rogue River, is said to be a good substantial concern. It is understood that 75 cents apiece will be paid for salmon, which will be the highest price ever given for fish on the lower river.—Tribune.

BANDON BUDGET

Batch of breezy items from the City—By-the-Sea as Told by The World

H. B. Smith, wool and mohair purchaser, of Langlois, was in the city today on business. Mr. Smith, who handles the local business for one of the large Portland buyers, states the market for mohair is good, averaging about 27 1-2 cents per pound with prospects for a raise. Wool is also selling good, being worth 26 cents per pound.

Attorney for J. L. Kronenberg today filed a suit against J. W. Coach and others for the collection of \$4,000, representing money loaned to Coach and business associates.

W. E. Best, local manager for the Estabrook company, has tendered his resignation to take effect May 1st. His place will be taken by W. J. Clarkson, who arrived this week from San Francisco, to get a line on the work. Mr. Best has not yet decided as to his next move, but intends to take a rest for awhile.

Bandon friends of L. L. Thomas of Marshfield are grieved to hear of his misfortune. He was suddenly seized with an attack of appendicitis last week and taken to a hospital where he underwent an operation.

Logging activities on the Coquille are resuming on a larger scale and it is probable that a source of revenue from that direction will soon come to towns of the valley.

The Randolph, which again goes on the Gold Beach run, left today with a shipment of planing mill supplies for Coos Bay. From there she goes to Portland after cannery supplies for Rogue River.

Charles Johnson, cannery superintendent of the Wedderburn Trading company on Rogue river, has gone north to Portland on a business trip, setting ready for the opening of the season on April 15th.

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Contestant win a free trip to the wonderful national \$50,000,000 Panama Exposition at San Francisco this summer.

This contest has proved one of the most interesting and liveliest of any ever held on Coos Bay. Big interest is being shown and hundreds of Coos County people are now lined up and boosting for their favorite candidate. Votes are issued with every cash purchase at the rate of 10 with every 10c purchase, 50 with every 50c purchase, or 500 with every \$5.00 purchase.

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