

BRIDGE TO BE DONE BY OCT. 1

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trestle from North Bend out to the bridge is being constructed.

Tracks are laid from North Bend out on the trestle and at the end a pile driver is operated and soon the trestle will reach the south end of the bridge before the structure is completed.

Company Lays Track

The grading of the railroad was done under contract but the track laying and bridge work is done by the railroad company itself. Under Engineer Broughton's direction the piers of the bridge have been built and everything done excepting the actual putting together of the steel. The assembling and connecting of the steel structure is being done under contract by McCreary and Willard, a firm of Spokane, Wash. J. Joseph is the superintendent in charge of the work and states that he will have the bridge completed during the month of September.

Cost Over Million

The bridge proper is 2,168 feet long. On the north side there is a trestle 450 feet long and on the south side extending out from North Bend the trestle is 2,520 feet long. This makes the entire structure, counting trestle and bridge proper, from side to side, 5,130 feet long. The total cost of the bridge was estimated at one million and a quarter dollars but it is said that Mr. Broughton will come inside of the estimate in actual cost.

There are in all fourteen piers. From the north side there are eight piers. No. 9 is the center pier. All of these piers have been finished excepting Nos. 10, 11 and 12. The latter is almost completed so it can be said that there are but two piers yet to finish.

On each side of the center pier there is a space of 200 feet. The draw takes up 458 feet. When the bridge is open there will be a channel 200 feet on each side. Either channel is open for the passage of vessels and it is likely that there will be some government rules demanding that vessels going down use one side and those going up use the other side.

The draw of this bridge is the largest draw in Oregon. The bridge across the Willamette has a draw of only 420 feet while the Coos Bay bridge draw is 458 feet long.

Concrete Piers

All piers are 150 feet apart excepting the two nearest the center and they are 180 feet apart. The piers were made by building coffer dams, driving piling and pumping out the water and then filling in with concrete. The center pier is 38 feet in diameter at the base and 31 feet at the top. Within the circles there were driven 143 piles. The concrete extends down 53 feet and under it the piling extends down 30 feet more. There is a sand bottom in the bay at that point and it is impossible to drive piling down very far in the sand. It was necessary to use a machine by which the sand is drawn up so that the piling can be placed.

On a Bronze Dial

The center pier of the bridge is really the most interesting feature of the whole structure. Firmly placed in the concrete is the pivot on which will rest the entire weight of the draw. This pivot is made of steel and works on a dial of bronze which rests in a lake of oil. So perfect is the mechanism that the pivot was easily turned by hand by those visiting the bridge. A false work extends lengthwise of the bay and when the bridge is open the draw will rest on this falsework which will serve as a protection in case of vessels striking. It will be required that the bridge be kept open all the time excepting when there are trains to pass over it.

At the present time the falsework is crowded with steel which will be assembled and put in place.

The heavy steel has been brought here on vessels and unloaded right at the bridge. It is handled with the big cranes, which operate on scows so that they can be moved about wherever needed.

Work Rapid Now.

The other piers, aside from the center pier, were built by the driving of 60 piles and on top of this foundation the concrete laid. These piers are square up to the low water line with the part showing above water of circular formation. From the north side of the bay there is a big false work extending out from shore. This served as a dock for the unloading of the steel and now that the piers are built and the steel being put in place the false work of timber will be removed.

The upper structure of the bridge has been put in place on the south side and the whole is now assuming the appearance of a real bridge. At first the work was slow for the reason that everything in the way of

material had to be scowed from North Bend to the sand hills but now the work is in such shape that the progress of construction will be rapid.

Tons of Material

The amount of material used in the bridge is enormous. It required 700 tons of cement to make the piers. The amount of steel in the bridge when complete will amount in all to 2,800 tons.

No Accidents.

The first piling of the bridge was driven on July 6, 1914. Since then there has been from 75 to 100 men at work all the time on the bridge. The work has been so carried on that there has not been a serious accident. One man fell off the bridge and 35 feet below struck a scow and sustained nothing worse than a broken wrist. On such construction there are generally fatal accidents but in this case the work has been carried on without anyone being seriously hurt.

As soon as the bridge is completed the tracks will be laid. That will be a matter of only a few days and by the first of October trains can go across the bridge.

Good Accommodations

The men who are here with the contractors placing the steel live in North Bend. The track layers and the Southern Pacific bridge men live in a camp in the sand hills opposite North Bend at the mouth of North slough. There is quite a little town there. There is no logging camp or construction camp in this part of the state where the men are better cared for. Instead of having large bunk houses where the men are all crowded in together there are smaller houses, each with four rooms and accommodating twenty-four men. This allows a crowd of men who are congenial to be together and it is found that the arrangement is much more sanitary and comfortable for the men.

Best of Good

The big mess house is perfection. The kitchen is well appointed and the food of the best. About 200 men can be seated at once. Store houses filled with hams, bacon, flour and other good things to eat are at hand and the very best of wholesome food is given the men. It is necessary, in view of the fact that some of the men have been living in the camp for the past year.

Quite a number of the men working are married and for these there are provided separate houses where the little families live quite comfortably.

Have Shower Bath

At the camp is provided a shower bath, a feature which is greatly enjoyed by the men after a hard day's work. A fine supply of water was found in the sand hills and a big engine pumps the water so that there is a supply for all purposes as well as if it were a big city.

No small part of the camp is the lumber yards where the big timbers which are used to make the coffer dams are assembled. These are rafted or scowed to the bridge and the old steamer Flyer, once the famous passenger boat running from North Bend to Marshfield, built over in the shape of a sturdy tow boat, handles everything that need be moved on the water.

Fleet Excursion

About forty men are at work laying the tracks and with those working on the bridge about 150 men are taken care of at the camp. The track now extends almost three miles up North Slough from the bridge. The members of the Marshfield party yesterday were taken up as far as the tracks are laid. They were loaded on two flat cars and with the old locomotive No. 3 as power were taken on the first excursion over the new railroad.

The track laying will continue on up to Ten Mile and to the Umpqua. As the bridge is built across the Siuslaw river the tracks will run down from that point. The last link will be the construction of the bridge across the Umpqua River which will require a year but before it is finished train service will be maintained from Eugene to Coos Bay by means of transferring at the Umpqua. It is not likely that work on the Umpqua bridge will be started until the Coos Bay bridge is practically completed.

The distance from Eugene to Coos Bay over the railroad will be 123 1-2 miles. It will require several hours to make the trip. It is slightly farther from Eugene to Coos Bay than it is from Eugene to Portland.

DRINK HABIT

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The ORRINE treatment for the Drink Habit can be used with absolute confidence. It destroys all desire for whiskey, beer or other alcoholic stimulants. Thousands have successfully used it and have been restored to lives of sobriety and usefulness. Can be given secretly. Costs only \$1.00 per box. If you fail to get results from ORRINE after a trial, your money will be refunded. Ask for free booklet telling all about ORRINE. Winkler Pharmacy, 58 Central Avenue.

WORK FOR A CAUSE

ELKS PARADE IN BEHALF OF SUNDAY HIGH JINKS

Stir Enthusiasm for Bandon Celebration—Banners and Noises Advertise Features

What's this motion and commotion, In the vast Pacific Ocean.

Whence come these surging breakers with a fearsome thunder roar? Are their whirling and their swirling, And their cliffward spray uncurling.

From a cyclone bent on hurling Mid-sea islands on our shore?

Is it Neptune in bravado, Or from China a tornado

Intent on playing havoc with our coast and with our cash?

Can it be correct surmising That the cause is less surprising.

That this daily tidal rising Just foretells Bandon's coming celebration, The Big Splash?

"Elks High Jinks at Bandon, Sunday, July 25. Round trip fare \$1.55 Free Barbecue. Everyone invited." Hardly could banners be more explicit and when attention was called to them by Elks who whooped and made all sorts of funny noises and drove down the streets with two brass bands—"I say John, you could n't help understanding what they meant, could you Jawn?"

To stir up enthusiasm for the High Jinks—no that isn't right either for there is all sorts of enthusiasm and bottled pep—but to advertise the feature, that's it—Elks by the hundreds and the dozens gathered at the Goodrum Garage last evening.

Released at a given signal they tooted down Central Avenue, with the Coos Bay band leading. Machines, filled and with passengers on the running boards, followed after—and then there was another band—"Why no John, they were regular musicians. Ask Gene Crosthwaite or F. D. Fletcher. Oh yes, all union men, too."

Well, that meant another big banner which everyone read and by the time the crowd, motley and otherwise had made the rounds of Central, Front and Broadway it was widely known and well breezed about, all this high jinks business. And for good measure the autos went down to North Bend and got the people there enthusiastic, too.

Unceasingly the Elks are working on the plans for Sunday. Not only are the members here at work, but the Elks all over the county are busy and getting as large delegations as possible from the various cities.

To the whole county is given the invitation to attend. It is for every one, and with games and races and a free barbecue scheduled, it is believed, will be one of the biggest ever staged by the Elks of Coos and Curry.

LOCAL OVERFLOW

W. S. CHANDLER came down today from his South Coos River summer home and reports everything fine there. He has killed 51 groundhogs. In excavating the other day, they found the home of the colony of little animals which live like prairie dogs.

FRANK G. HORTON, accompanied by A. T. Haines and C. E. Nicholson, got away today in Mr. Horton's machine on the road to Klamath Falls and Crater Lake, following which they will ride to Crescent City and come back up the coast, home again.

WM. KARDELL, conductor on the local S. P. lines, was able to be down town yesterday after being confined to his home by an operation for appendicitis. He is rapidly recuperating, much to the gratification of his many friends. However, it will be a few weeks before he can resume his run.

GUY WARNER returned overland last evening from an extended visit with friends and relatives in and near San Francisco. He says that the exposition far surpasses what he thought it would be and says everybody should see it. His brother, J. E. Warner, formerly with the Bianco Hotel here, is now managing a big store not far from San Francisco. Mrs. Warner and daughter remained for a longer stay.

WILL HAVE NEW BOAT

A Bandon paper says: Capt. O. R. Willard states that he has sold his interest in the Coquille River Transportation company to other members of the concern and is now rebuilding the Wolverine, which has been tied up for some time, in view of establishing a new transportation line between Bandon and Coquille. The boat will be made considerably larger and will have a new engine, giving it a great deal more power.

Times Want ads bring results.

MOOSE GO SOUTH

MANY TO LEAVE FOR BIG CELEBRATION ON SUNDAY

J. F. Telander Takes Beautiful Myrtle Wood Table From Local Lodge to Wife of James Davis

Many members of the local Moose lodge intend to be in San Francisco next Sunday, "Moose Day," at the exposition, when there will be visiting there thousands of brethren from all parts of the United States. J. F. Telander this afternoon left on the Nann Smith taking with him a beautiful myrtle wood table that is being presented by the Coos Bay lodge to Mrs. James J. Davis, whose husband visited here July 3 as Director General of the Moose lodge. By wire Dr. E. E. Straw asked Major General Arthur Murray at the Presidio to transfer the cavalry escort, which was granted personally to Dr. Straw in connection with the local lodge, to the general parade of the Moose on July 25. This has been done.

Though every effort was made to take the band to San Francisco this was found impossible because of the great expense and the project was finally dropped.

However, a large contingent of Coos Bay Moose will be on hand for the celebration in San Francisco next Sunday.

CARE FOR FAMILY

OREGON PROVIDES FOR DANIELS CREEK PEOPLE

Orders \$8,550.82 Invested to Provide Monthly Pension of \$42 for Mrs. W. H. Cross and Children

SALEM, Ore., July 20.—The State Industrial Accident Commission yesterday approved the claim of the dependants of William H. Cross, who was killed on June 18, 1915, at the logging camp of McDonald & Vaughn on Daniel's Creek. To provide a pension of \$30 per month for the widow and \$6 per month for each of the two children until they reach the age of 16 years, the Commission directed the State Treasurer to set aside in the segregated accident fund the sum of \$8,550.82.

This fund is invested by the state treasurer in the class of securities authorized for the investment by banks of savings deposits under the state law. This principal and compounded interest will provide payments to these dependants amounting to about \$16,000.

If the widow lives the exact time of her expectancy, 40 years and one month, the entire sum of both principal and accrued interest will have been exhausted in paying the monthly pension allowed by the commission.

This fund set aside, cannot be used for any other purpose, and the widow's pension is therefore as certain as life, even tho the commission itself was abolished, the money must be paid by the state direct to the widow, and is not subject to assignment, and cannot pass by the process of any court.

Have your programs printed at The Times office.

NOTICE TO CONTRACTORS

Notice is hereby given that sealed bids will be received by the Common Council of the City of Marshfield, Coos County, Oregon, until eight o'clock p. m., Monday, the 26th day of July, 1915, for the construction of a sewer extending along the center line of Twelfth Court street South from the center line of Flanagan Avenue West to the center line of Golden Avenue West, pursuant to Ordinance 715, according to the plans and specifications on file in the office of the City Recorder and open to the inspection of all persons interested therein.

All bids must be in accordance with the requirements accompanying said specifications and upon blanks which will be supplied upon request at the office of the City Engineer. A certified check of five per cent of the amount bid must accompany the bid, to be forfeited to said City of Marshfield in case the contract is awarded the contractor and he fails to enter in a contract with said City within five days.

The Common Council reserves the right to reject any and all bids. Dated this 16th day of July, 1915.

JOHN W. BUTLER, Recorder.

WALL PAPER See VIERS About it.

MRS. WILLEY'S NEW STORE is named THE NEEDLECRAFT Now in new Home, 78 Central Ave. Ladies' Emporium

NANN SMITH SAILS

CARRIES FULL PASSENGER LIST FOR SAN FRANCISCO

Steamship Not Yet Chartered Says Captain McGee—Carries a Big Cargo of Lumber

At three o'clock this afternoon the steamship Nann Smith left down for San Francisco with a full cargo of lumber and a full passenger list.

Those leaving here were: Mrs. B. T. Van De Car, Julius Matson, Mrs. J. Albert Matson, Mirr Katherine Smith, Miss Bonnie Maury, Mrs. L. P. Maury, C. H. McCutcheon, C. M. Cumbers, Dewey Atkins, P. V. Atkins, Miss Esther Atkins, Mrs. E. M. Atkins, Mrs. Jessie Winthe, Frank Masters, Herman Helm, James T. Guehn Mrs. P. M. Wilbur, Mrs. James McGee, H. Carlisle, J. Weinschink, R. J. Sacchi, Robert Dillard, J. F. Telander Mrs. J. R. Hendrickson, Miss Ivy Odell, Mrs. Pearl Nicholson, Miss Alpha Manzey, Miss Martin, Mrs. A. L. Colbert, Mrs. I. Padrick, C. Smith, James R. Virgil, and 13 steerage passengers.

FIX UP ROADS FIRST

MCDONALD AND CONDRON GETTING READY FOR LOGGING

Use Caterpillar Engine to Haul Logs Down 14th and Central Avenue—Crew of 20 Men

With much of their equipment on hand Jack McDonald and Walter Condron today put a crew at work repairing and making a road by which the heavy trucks of logs can be hauled from the 115-acre tract of the water company west of the city.

Donkey engines were on hand. A 45 caterpillar engine will be used in hauling the logs on trucks down 14th street to Central and thence to Sixth or Seventh where the engine that lays its own track will be unhooked and a four-wheel drive truck will jerk the logs on wagons to the North Front street dump. The logs are for delivery at the Simpson mill.

The first work in establishing the camp will be to get the roads in shape. Already the city has granted permission for the building of a cook house and living quarters for the men on Highland Avenue beyond 14th street.

According to Mr. McDonald the crew will be busy logging for several months on the tract.

Logging in City Limits Despite the fact that this is a country in which considerable logging is done, there is a large percentage of Coos Bay people who never have seen a logging camp.

With the work going on, much of it, within the city limits, there will be afforded an opportunity of having the operations handy, almost at the back doors.

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\$5 CASH and \$5 per Month No Interest No Taxes

Will buy you a well-located lot—level, cleared, with street improvements included. "See Reid About It."

W. A. REID 150 Front St.

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More people every day are complimenting this up-to-date economical store with their patronage and it is your wish to persuade to do the same. Read what we are doing for Wednesday, Thursday and Friday.

Men's 50c and 60c summer underwear; all sizes; excellent quality, for three days, at per garment 29c

Real 25c Mercerized Crepe Plisse; variety of patterns; also white, for 3 days, per yard 13 1/2c

Bungalow Aprons, variety of patterns, full length and width, 50c and 75c values. For three days only 33c

You can always do better for less at "THE FAIR"

Crystola Scouring cleans everything as Sapolio; on sale for three days at

25c Gift-Edge Shoe Polish for three days only at

10c cans best Treadle Shoe Polish, Only

Men's 15c and 20c Stocking linen heels and toes, or tan; on sale for three days at

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The July telephone directory is now being distributed. Careful use of the directory will improve your service. CALL BY NUMBER. If you do not receive a copy of new directory promptly, call Chief Operator.

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Marshfield, North Bend, Empire, Tarheel, Sunset Bay. Leaves Marshfield at Busy Corner, 7:30 a. m., 11:30 a. m., 2 p. m., 5 p. m. Leaves North Bend 15 minutes later. Leaves Empire 8:30 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m., 6:00 p. m. Trips after those hours may be arranged for. Busy Corner. Night phone 167-B.

OCEAN BEACH AUTO LINE

Gorst & King. Cars leave Marshfield 7 a. m., 2 p. m. and 5 p. m. Cars leave for Empire 7 a. m., 10 a. m., 12 and 3 p. m. Cars leave Sunset Bay 7 a. m., 9 a. m., and 1 p. m. Empire, 35c; Tarheel or South Slough, 50c; Sunset Bay, 75c.

GOODRUM'S GARAGE

HOME OF THE CADILLAC AND DODGE AUTO SUPPLIES FOR ALL MAKES OF CARS 347 Central av. Phone 373-L

HAVE THE ROOF FIXED NOW

See CORTHELL Phone 3171

20 COMMUTATION TICKETS, \$2.00, 20

Marshfield-North Bend Auto Line Cars every ten minutes from 6 a. m. to 12 p. m.; to South Slough once a day, leaving at 11 a. m.; to Empire three trips a day. GORST & KING, Props.

T. J. SCAFFE & A. H. RODGENS

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by ordering the famous HENRYVILLE COAL Nut coal, per ton \$4.00 Lump coal, per ton \$5.50 Or half ton of both \$4.75 D. MUSSON, Prop. Phone 18-J or leave orders at Hibyer's Cigar Store.

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QUALITY PHOTOS Opposite Bianco Hotel, Phone 106-L. MARSHFIELD, OREGON

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J. N. BAYLISS Any kind of brick chimneys at prices that are right. And all work guaranteed. Call at "The Fireside" Bldg., 137 Second St. French ranges, boiler, Phone 434-J

City Auto & Taxi

Day and Night Service For taxi, phone 26, Chandler Hotel For touring cars, phone Chandler Hotel. LYNN LAMBETH, Prop. New Cars

SOUTH COOS RIVER SERVICE

LAUNCH EXPRESS leaves Marshfield every 8 a. m. Leaves head of river at 3:15 p. m. STEAMER RAINBOW leaves head of river daily 8 a. m. Leaves Marshfield 11 a. m. For charter apply to ROGERS & SMITH Proprietors

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