

Railroad Bridge Over Coos Bay One of Largest in West

Facts About Big S. P. Bridge Over Coos Bay

The Southern Pacific bridge across Coos Bay at North Bend will cost close to \$1,250,000. The length of the bridge proper is 2168 feet. The trestle work on each side aggregates in length 2970 feet. Length of bridge and trestle together is 5138 feet, almost a mile. The draw span is 458 feet in length, the longest in Oregon. The amount of concrete used for piers was approximately 700 tons. The amount of steel in the bridge was about 2800 tons. The first pile for the bridge was driven July 6, 1914. There are 14 piers in the bridge, No. 9 being the center pier. There are nine spans of 150 feet and two of 180 feet. In addition there is a 200-foot opening on each side of the center pier for passing of vessels.

EXPECT TRAIN HERE BY FIRST OF MAY

It is expected through train service from Coos Bay to Eugene will be given the public by May 1, 1916.

of the center pier. When the draw is open it will rest on this falsework which also serves as a protection in case of vessels striking. The bridge will be kept open all the time when trains are not crossing.

Much Material Used

The big Southern Pacific bridge across Coos Bay at North Bend is a wonderful structure. It was built for years of use and in size and substantial construction compares favorably with the big bridges of the western railroads.

An enormous amount of material was used to build the bridge. About 700 tons of concrete was used to make the piers and the steel will aggregate about 2,800 tons. The last shipment of steel has arrived and been delivered and the work is being rushed. Difficult and dangerous as was much of the work it was carried out without serious accident to the workmen.

Rails Are Being Laid

The estimated cost of the bridge was a million and a quarter dollars but it is said that the actual cost will be kept within that amount. Engineer C. R. Broughton of the Southern Pacific had charge of the building of the bridge.

While the bridge is being built the work of laying rails at points between Coos Bay and the Siuslaw river continues. The road is being finished, from the Siuslaw, south, and from Coos Bay, north, to the Umpqua river where a bridge will make the last connection.

Reach North Lake

There were many difficulties at first as it was necessary to land all machinery and material at North Bend and then transport it down the bay on scows and land it again on the sand hills opposite North Bend. This necessarily made the work slow at first but when the falsework was built there was made a dock so that vessels could unload the material right where it was needed.

North from Coos Bay the steel rails are laid through Tunnel No. 7 and Engineer V. Hindmarsh, of the Southern Pacific, has taken his track crew off the construction until the trestling has been completed through the North Lake district. Then the laying of the rails will be started again and nine remaining miles into Reedsport on the Umpqua finished by the first of the year.

Delay in getting out piling for the trestling has caused close to a month's delay, according to Kenneth Hauser, of the Hauser & Hauser company.

From 80 to 100 men were employed most of the time on the bridge. The long trestle was built out from North Bend and the bridge work was started from the other side. As the piers were made the bridge proper extended on out.

Long Piling Needed

Piling 115 feet long have been necessary and it has proved extremely difficult to get out these long sticks which must not be more than 22 inches at the butt.

Mr. Hauser says that there remains about 1,100 feet of trestle work yet to be completed, and that the men are working through as quickly as possible.

The assembling and connecting of the steel work of the bridge was done under contract by McCreary and Willard of Spokane.

It has been expected this work would be out of the way by the middle of the month, but the delay in getting the piling has been the drawback.

Connecting With Umpqua

A Long Structure

The bridge proper is 2168 feet long. On the north side there is a trestle 450 feet long and on the south side extending out from North Bend there is a trestle 2,520 feet long. This makes the entire structure from shore to shore counting trestle and bridge proper, 5,138 feet long.

With this completed Engineer Hindmarsh will again have his track laying crew at work connecting Coos Bay with the last nine miles to the Umpqua. This would make it possible for the Southern Pacific to send its trains through from Coos Bay to the Umpqua and officials have said it is possible that the motor car might be put on such a run, continuing on through from here to the Coquille valley points.

Siuslaw Is Crossed

There are in all fourteen piers. Extending out from the north side there are eight piers. Then next is the center pier, and on the other side there are five more piers.

The bridge across the Siuslaw river has been completed and rails are being laid south from that point down to, and past Talcoos Lake. The track laying will continue on down to the Umpqua, while the tracks are being laid north from Coos Bay to the Umpqua. The bridge across the latter river will be the last link, but long before it is completed, train service to the outside will be established, as the train will be ferried across or the false work of the bridge may be used as a temporary crossing.

Two Channels

On each side of the center pier is an opening 200 feet wide. The draw with the center pier, and two openings, takes up 458 feet. The channel on either side of the center will be open for navigation.

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Made Cofferdams

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 round. It is 38 feet in diameter at the base and 31 feet in diameter at the top. Within the circle were driven 143 piles. The concrete extends down 52 feet and under it the piling extends down 30 feet more.

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Center Piece Perfect

In the middle of the center pier of the bridge is the pivot on which rests the entire weight of the draw. This pivot is made of steel and works on a dial of bronze which rests in oil. The mechanism of this pivot is absolutely perfect.

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SELLING GOODS

The big problem in selling goods is getting the customer into the store. Coos Bay Times ads will help you solve this problem.

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DOLLAR DAY

MONEY-SAVING BARGAINS THAT SPARKLE WITH VALUE

SATURDAY, OCTOBER 8 will be DOLLAR DAY at the QUALITY STORE—From every department selections have been made, which prove of interest from every standpoint of BARGAIN VALUES. Determined as we are to make this DOLLAR DAY the greatest sale since this store has ever attempted, we have gone beyond reasonable bargain-giving and are offering wonderful values on Quality Merchandise.

ANNOUNCEMENT EXTRAORDINARY

Reductions on Ladies' Ready-to-Wear Garments



This startling feature of our Dollar Day Sale is a special demonstration of our earnestness to make the event a success. With the season at its height; with the ready-to-wear section bristling with crisp autumn styles; this timely announcement will impress those contemplating a new garment. You must strike quick for these values will move our well-known quality garments rapidly. For Saturday's selling we will deduct \$1.00 from every \$5.00 raise in price of any Ladies' Suit, Coat, Rain Coat or Dress, which means:

A \$ 5.00 Garment for	\$ 4.00
A \$10.00 Garment for	\$ 8.00
A \$15.00 Garment for	\$12.00
A \$20.00 Garment for	\$16.00
A \$25.00 Garment for	\$20.00
A \$30.00 Garment for	\$24.00
A \$35.00 Garment for	\$28.00

\$1.00—for any Shirt Waist formerly \$1.25, \$1.50, \$1.75 or \$2.00	\$1.00—for all Cotton Petticoats formerly \$1.25, \$1.50, \$1.75 and \$2.00
\$1.00—Reduction on all Waists from \$2.50 up.	\$1.00—Reduction on all Silk Petticoats from \$3.00 to \$6.50

- \$1.00—For 12 yards 10c Percale
- \$1.00—For 10 yds. reg. 15c Percale
- \$1.00—For five regular 25c Turkish or Huck Towels
- \$1.00—For 6 regular 20c Turkish or Huck towels
- \$1.00—For 6 yards regular 20c Curtain Scrim
- \$1.00—For 5 yards regular 25c Curtain Scrim
- \$1.00—For 4 yards regular 30c Curtain Scrim
- \$1.00—For 5 pairs 25c Childrens Cadet Hose
- \$1.00—For 5 pairs 25c Burson or Cadet Hose.
- \$1.00—For all \$1.25 or \$1.50 Phoenix Hosiery
- \$1.00—Reduction on every Ladies Sweater.

- ### BLANKETS AND COMFORTERS
- \$1.00—for all \$1.25 and \$1.50 Comforters.
 - \$1.00—for all \$1.25 and \$1.50 Woolnap Blankets
 - \$1.00—Reduction on all Blankets \$3.00 up.
 - \$1.00—Reduction on all Comforts \$2.50 up.

SHOES

Throughout the Ladies and Men's Section you may select any pair and deduct \$1.00 from former price. Take advantage of these offerings.

MATSON'S

QUALITY STORE

BOSTON SHIP LINE

FORM \$12,000,000 COMPANY FOR WEEKLY SERVICE TO PACIFIC

Timothy E. Byrnes, Formerly Vice-President of New Haven Line, Organizes Firm

BOSTON, Oct. 8.—According to the Boston Post, a new \$12,000,000 steamship line—owned and controlled by Boston financial interests—to run from this port to the principal ports of the Pacific coast by way of the Panama canal, may materialize within the month. Timothy E. Byrnes, former vice-president of the New York, New Haven and Hartford Railroad company is the man behind the project and at work to bring it to a successful conclusion.

The Post says on the subject: "Briefly, Mr. Byrnes' project calls for the organization of a steamship company with a working capital of \$12,000,000, the building of 11 steamships of from 10,000 to 11,000 tons, and weekly sailings from Boston to San Diego, Los Angeles, San Francisco, Portland and Tacoma, the vessels to carry passengers and freight each way.

Tells of Plan

"It was about nine months ago—in December—that I began working on the project," he said. "As vice-president of the New Haven railroad I had many ideas for the betterment and advancement of Boston's interests, but was never permitted to carry them out. Now I have this plan and I want it to succeed for the good of Boston and New England.

"It is my hope that a capital of from \$10,000,000 to \$12,000,000 may be raised in Boston to finance a steamship corporation which will run vessels from this port to the principal ports of the Pacific Coast. Eleven ships will be necessary to give weekly sailings, and if the capital is raised these boats will be built immediately.

"There is a wonderful opportunity for such a line of steamships. Why,

WESTERN UNION MADE PROFIT IN OREGON

Annual Report Shows Figures in Detail of What Was Done During Past Year

SALEM, Oct. 8.—The annual report of the Western Union Telegraph company, filed with the state public service commission, shows that the profits of the company in the year ending June 30, were \$25,575.15.

Receipts were \$90,497.81 and expenses \$65,132.68 on intrastate business.

The company paid \$7734 in taxes in Oregon during the year. It has 11,412 miles of wire, 240 offices and 243 employes in the state.

Other figures in the report are: Capitalization, \$100,000,000; dividends of entire system during year, \$3,988,798; asset accounts, \$181,269,571; funded debts, \$32,602,000; total net income for year, \$7,433,973; operating revenues, \$48,076,325; operating expenses, \$34,952,115; taxes paid, \$1,230,000; net profits for the entire system, \$1,892,210.

ROSEBURG CIGAR STORES MUST STOP GAMES

District Attorney of Douglas County Orders all Dice, Punch Boards, Etc., Removed

That the gaming devices must go from the cigar stores at Roseburg is

THE BUYING POWER OF YOUR DOLLAR

WAS NEVER SO GREAT AS IT WILL BE HERE ON SATURDAY and MONDAY we will give a SPECIAL DISCOUNT on every CASH SALE ONE DOLLAR OR MORE

Phone orders will receive the same discount if delivery

Conner & Hoagland
Phone 326

Puget Sound Bridge Dredging Co.
Dams, Bridges, Buildings. COMPLETE PLANTS FOR HARBOR WORK. Our Coos Bay office has available work the Dredge "Seattle" the most powerful, best equipped and most thoroughly twenty-inch hydraulic dredge in Pacific waters. Main office Seattle, Wash.

The People's Forum

The advertising columns of a good newspaper like the COO SBAY TIMES are a true "People's Forum." Their message is to all the people. They are open to every one with an honest proposition to present in a clean way. They are interesting because they are bubbling with the enthusiasm of a "real message." They are informative and constructive. They are helpful because dealing directly with human needs.

UMBRELLAS \$1.00—for all \$1.50 umbrellas \$1.00—Reduction on all umbrellas from \$2.50 up