

Details of Willamette-Pacific Railway Inauguration

ROUTE SCENIC ONE

(Continued from Page One) through North Bend to Marshfield. Has Nine Tunnels.

There are nine tunnels on the line, aggregating 13,925 lineal feet or 2.6 miles of tunnel; five and one half miles of permanent trestle and 39 steel bridges, aggregating 8,134 lineal feet, or 1.6 miles of steel bridge. The aggregate weight of steel in the bridges is 9,170 tons. The Coos Bay bridge is one of the longest bridges in the northwest, being nearly a mile in length and consisting of nine 150-foot through spans; two 180-foot through spans approaching a draw span of 458 feet in length. The draw span in this bridge, as well as the draw spans in the Umpqua bridge and the seventh crossing of the Siuslaw at Cushman, are built to admit the passage of ocean going vessels. The Umpqua river bridge being 1,625 feet in length and the seventh Siuslaw 680 feet in length.

Much Steel Used.
The approximate tonnage of steel in the track alone is 18,000 tons and approximately 40,000 cubic yards of concrete were used in the construction of bridge piers, abutments and culverts. Fifty thousand barrels of cement were used in the concrete.

The Lumber Used.
Approximately twenty million feet of Oregon fir lumber was used in the construction of bridges, buildings, trestles and in the ties used, and the yardage of earth, rock and other materials moved, exclusive of tunnel yardage, is seven million cubic yards.

Built Wagon Roads.
The construction of the line in the narrow canyons of the Wild Cat and the Siuslaw necessitated rebuilding by the company of 15 miles of county road appropriated for the railroad right of way. The roads reconstructed are probably the best roads in the west end of Lane county and were built at a cost of \$150,000, or approximately \$10,000 per mile.

The Willamette Pacific railroad is built with very easy grades and light curvatures, conforming to the best modern practice in construction of trunk line railroads.

Cost of the Line.
The actual cash-outlay for the construction of this road has been more than \$10,000,000. Fifty per cent of this sum was expended for labor and materials in Oregon, and \$85,053.29 was expended for right of way.

FARE IS ANNOUNCED

COST OF TRAVEL TO DIFFERENT POINTS IS GIVEN

The Charge for Riding From Marshfield to Portland on New Railroad is \$8.80

Just how much it will cost to go to some particular point on the newly opened railroad will perhaps be a matter of interest at this time. These figures are shown below.

The passenger fares charged on the railroad between different points are as follows:

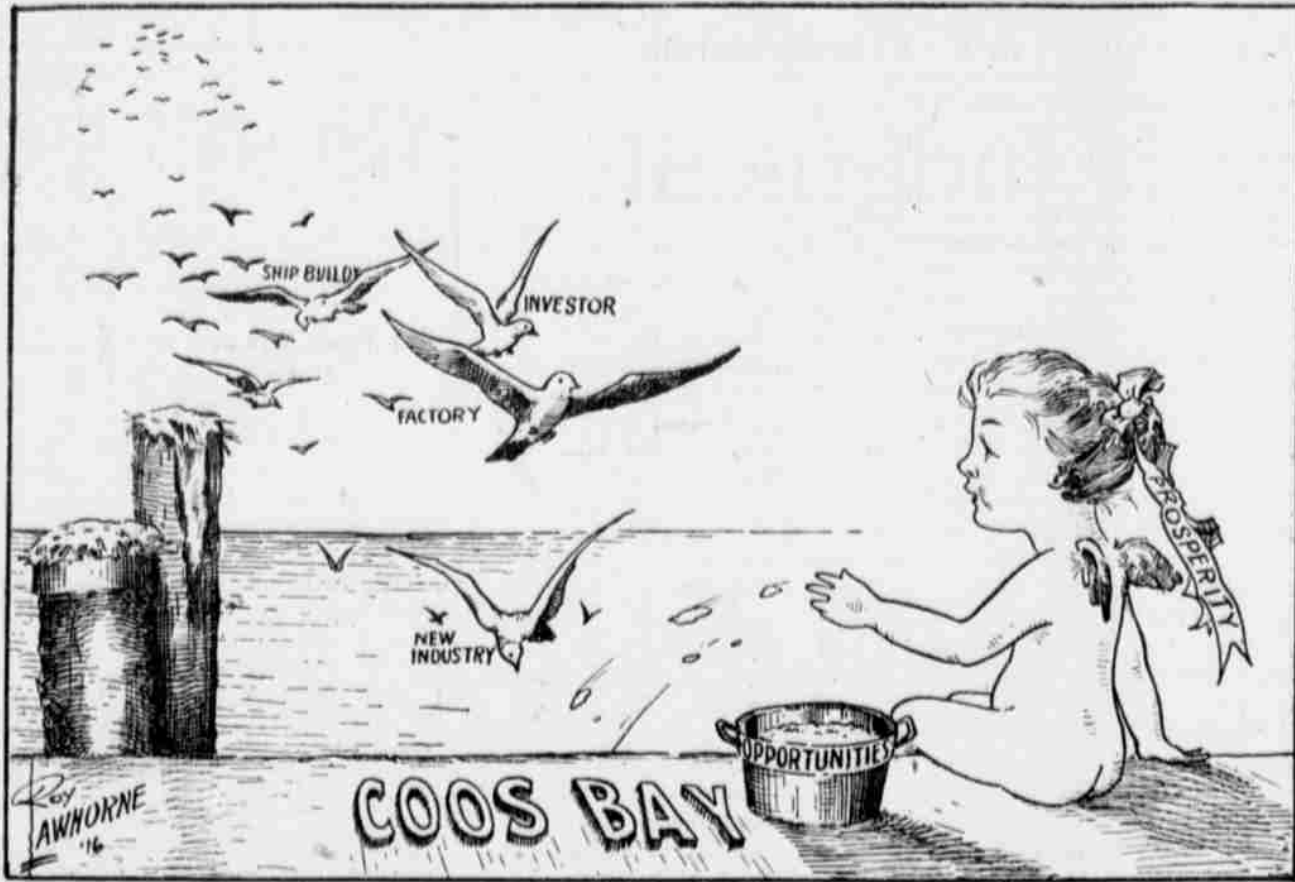
Marshfield and Eugene	\$5.10
North Bend and Eugene	4.95
Reedsport and Eugene	3.95
Gardiner and Eugene	3.70
Coquille and Eugene	5.80
Powers and Eugene	6.85
Marshfield and Portland	8.80
Marshfield and Reedsport	1.15
Marshfield and Gardiner	1.20
Marshfield and Coquille	.70
Marshfield and Myrtle Point	1.05
Marshfield and Powers	1.75

ONE CELEBRATION AND ANOTHER COMING.

The celebration observing the opening of the big Willamette bridge across Coos Bay was held at North Bend beginning October 8. It was one of the most successful events ever undertaken on Coos Bay and was the first public demonstration in connection with the new railroad.

The celebration of the inauguration of through trains from Eugene to Coos Bay will be held the latter part of July or the first of August. All the county will take part. The exact date will depend upon the exact time the railroad company will have arrangements for the trains crossing the Umpqua river.

Where Rail Meets Sail



THE NEW RAILROAD OPENS AN UNDEVELOPED SECTION INTO WHAT IS REALLY THE LAND OF OPPORTUNITY

BRIDGE IS FAMOUS MAIL WAITS ORDER TAPS RICH TIMBER

STRUCTURE ACROSS COOS BAY COST OVER MILLION.

The Draw Span is the Largest of Any in the State of Oregon.

The big Willamette Pacific bridge across Coos Bay is one of the largest structures of the kind on the coast. Here are some of the facts about it:

The bridge cost somewhere close to \$1,250,000.

The length of the bridge proper is 2,168 feet.

The trestle work on each side aggregates in length 2,970 feet.

Length of bridge and trestle together is 5,138 feet, almost a mile.

The draw span is 458 feet, the longest in Oregon.

The amount of concrete used for piers was 700 tons.

The amount of steel in bridge was about 2,800 tons.

The first pile for the bridge was driven July 6, 1914.

There are 14 piers in the bridge, No. 9 being the center.

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 the passing of vessels.

AT THE HOTELS

Chandler Hotel
James A. Lathrop, Portland; B. L. Deaton, Portland; J. H. Brerly, Portland; Frank H. Page, Portland; Cecil P. Bell, Portland; Capetolter S. Dalton, Powers; L. E. Joy, Roseburg; M. Hollywood, North Bend.

Blanco Hotel
William Woye, Reedsport; Alva E. Harry, Coquille; Ivan C. Laird, Coquille; John Whobrey, Myrtle Point; Jasper Yoakum, Coquille; Henry Charlebois, Cape Blanco, Ray Richardson, Cape Blanco.

St. Lawrence Hotel
H. Patterson Seattle; G. Norman, Norway; Ray Norris and wife, Sumner; Mrs. L. M. Feakes, Coos River; Roy Adamson, Portland; W. W. Mc-

POST OFFICE DEPARTMENT DELAYS IN CHANGING MAIL.

Fails to Leave on Morning Train—Is Expected Orders Will Come From Washington Very Soon

New orders failing to arrive from the Postoffice Department in Washington, mail this morning went out as usual via Myrtle Point to catch the stage for Roseburg. Postmaster Hugh McLain had been expecting a wire from the Department authorizing the change to the new train line. He expects that it will arrive, however, very shortly.

Will Close at 8:20
When the new mail schedule is inaugurated mail for the outside will close at 8:20 a. m. said Postmaster McLain today. This will give one hour for the office to classify the outgoing mail and to get the pouches to the depot for the 9:20 train. Two of the three mail carriers will start making collections from the mail boxes about the city at 7:30 in the morning.

Incoming Mail
With the arrival of the train here from Reedsport at 3:30 p. m. Mr. McLain says it will be possible to have the business mail distributed late the same afternoon. Mail can also be procured the same evening at the general delivery window. However, the mail for the residence districts will wait for delivery until the next morning.

The distribution of the business mail the same afternoon of its arrival here will add business men considerably. They will have a chance then to answer their letters and get replies out on the next morning's train.

Lloyd Hotel
Ed Nordenstrom, Minneapolis; Jack Nordenstrom, Minneapolis; C. E. Cady, Holley; G. T. Tilbery, Ballantion, Arkansas; Ed Guntel Powers; Charles Pardy, Portland; Della Teal, Beaver Hill.

SEVENTY-FIVE BILLION FEET REACHED BY ROAD.

Will Take Willamette Pacific Many Years to Haul It All Away From Here.

TIMBER WILL KEEP ROAD BUSY HUNDRED YEARS.

There is enough timber tapped by the Willamette Pacific railroad to insure it freight business of that class for the next hundred years and there are enough mills here now and in prospect of building to cut all the timber.

From the standpoint of the lumberman and the timberman, the Willamette Pacific railroad is one of the most interesting that has ever been built in the western part of the United States.

The railroad directly taps about seventy-five billion feet of timber. There is more timber, understand, which is tributary to Coos Bay and the Umpqua rivers which may safely be called the natural outlets, but the railroad immediately penetrates at least seventy-five billion feet.

Reaches Big Mills.
The railroad also reaches lumber mills which aggregate an enormous output of lumber. There is the Porter Bros. mill on the Siuslaw river as well as smaller plants and prospects of other mills on that waterway. On the Umpqua river is the Gardiner Mill company plant at Gardiner, and at Reedsport will be built a large mill by the North Star Lumber company, a big eastern concern.

At the Tenmile Lake country there are several small mills which promise development. At North Bend there are the plants of the Simpson Lumber company, the North Bend Lumber company, the shingle mill, the Kruse & Banks ship yards. At Marshfield is the big plant of the C. A. Smith Lumber and Manufacturing company.

In Coquille Valley.
At Coquille is the Johnson mill and on down the Coquille river, which may be called within the territory of the railroad, are the Prosper mill, the Dollar company mill and the Geo. W. Moore Lumber company mill as well as a number of smaller plants. It is said by some lumbermen that there never was a railroad of the same length which tapped as much timber and reached as many lumber manufacturing plants as does the Willamette Pacific.

OPERATORS READY

MEMBERS OF TRAIN CREWS ALL GOOD MEN.

On the Job Today to Serve the People in New Coos Bay Passenger Traffic.

The train crews for the two trains giving service between Marshfield and the Umpqua river were organized and ready for business this morning.

The following are those who have charge of the train between this city and Reedsport:

Engineer—E. M. Boslar.
Fireman—H. R. Miller.
Conductor—F. J. Gardenhire.
Brakemen—F. T. Kanliary and W. E. Moore.

The men in charge of the work train are:

Engineer—H. B. Ward.
Fireman—T. V. Vaughan.
Conductor—W. W. McDonald.
Brakemen—R. A. Adamson and S. M. Barber.

They are all good men who are experienced in their line of work.

The express messengers and agents as previously announced were all ready for duty this morning.

Overland Model 75 Roadster \$595, both f. o. b. Toledo

'615

With Electric Starter and Electric Lights
Four Inch Tires

Five-passenger Touring

LIKE larger and higher priced cars this new Overland is the latest streamline design. In point of appearance alone it has value far surpassing any other low priced car. And its equipment includes everything that riding comfort and driving convenience demands. It has the reliable Autolite two-unit starting and lighting system. There is a speedometer in the cowl dash, and a full set of tools. Large tires—four inches all around—insure greater mileage and comfort than can be obtained from the smaller tires used on other cars of similar specifications, and the rear springs are the famous cantilever type. It is in every respect a thoroughly equipped light weight car.

Call, telephone or write for demonstration
Isaac R. Tower
"THE GUNNERY."

SOCIAL CALENDAR

- Wednesday**
Priscillas with Mrs. L. Erickson in Bunker Hill.
D. M. C. Club with Mrs. Charles Williams in North Bend.
North Bend Methodist ladies all day session.
Bay City Ladies Club with Mrs. K. H. Kelley.
- Thursday**
North Bend Junior Sewing Club with Esther Reynolds.
Mary E. Brown speaks at W. C. T. U. meeting at home of Mrs. F. E. Wheeler.
North Bend Girls' Club with Miss Matilda Anderson.
Dahlia Club with Mrs. E. Yake in Englewood.
Alert Club with Mrs. H. E. Edwards at Allegany.
A. N. W. Club with Mrs. David Nelson.
Eastside Social Club with Mrs. Walter Robertson.
- Friday**
Kensington Club with Mrs. N. S. Matson.

WILLAMETTE PACIFIC MOTOR CAR

Leave Marshfield	Leave North Bend
6:45 a.m.	7:00 a.m.
7:45 a.m.	8:00 a.m.
8:45 a.m.	9:00 a.m.
9:45 a.m.	10:15 a.m.
10:45 a.m.	11:00 a.m.
11:30 a.m.	11:45 a.m.
12:50 p.m.	1:15 p.m.
1:45 p.m.	2:00 p.m.
2:45 p.m.	3:00 p.m.
3:45 p.m.	4:00 p.m.
5:00 p.m.	5:15 p.m.
5:40 p.m.	5:55 p.m.
6:55 p.m.	North city limits only.
7:30 p.m.	7:45 p.m.

PLUG CHEWING A WHOLESOME HABIT

In No Other Way Can You Get All the Richness and Flavor of the Leaf

"SPEAR HEAD" BEST CHEW

Many prominent physicians declare chewing to be the most wholesome way of enjoying tobacco.
"I began chewing some years ago," said one, "and I soon found that it is the only way to get the benefit of all the rich juices stored up by nature in a tobacco leaf. I refer, of course, to a plug form of tobacco, which is the best natural and the cleanest form."
"Chewing good tobacco like Spear Head makes the salivary glands more active, which in turn has a beneficial effect on the whole system. Add to this the sweet, mellow, delicious flavor of a few of Spear Head, and you have the highest possible degree of tobacco satisfaction."
"I mention Spear Head because I have found that this brand is exceptionally pure, being made in a factory that's run strictly according to pure-food rules."
Spear Head is made of sun-ripened Burley, which is acknowledged to be the richest, mildest, finest flavored tobacco leaf in the world. And it is produced by the latest processes, which develop the quality and luscious flavor of the choice Burley to the supreme degree.
A chew of Spear Head has a wholesome relish that is not found in any other chewing tobacco. In 10c cuts, wrapped in wax paper.

COOS BAY TIMES WANT ADS Low Cost — High Efficiency Lockhart.

CHOICE CHICKENS FOR SATURDAY—Of course we will have them—the Fat, Tender, Juicy Birds—

We also have some Juicy Roasts of Beef, Pork, Lamb and Mutton; in fact everything that's good in the meat line — Phone us your order, if you can't call.

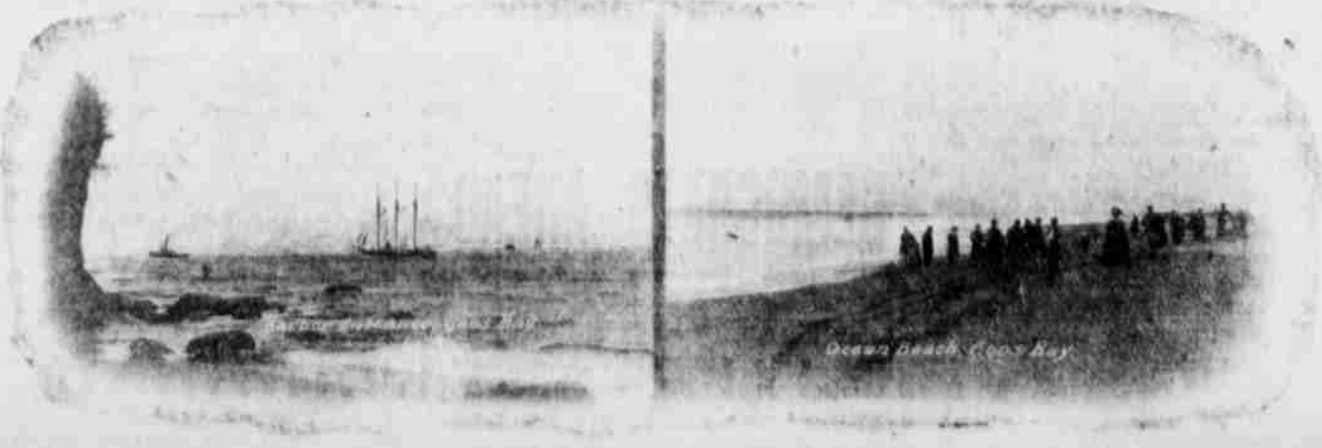
Palace Meat Market
N. D. OSWALD. Central Ave.
Phone 406-J.

Better Meats That's What You Want

THAT'S WHAT WE GIVE YOU. It is our constant endeavor to give you the best the market affords and our large number of regular patrons assure us that we are succeeding. If you are not a regular patron here, you had better arrange to be. It will benefit you and benefit us. All kinds of FRESH MEATS, Smoked Meats and other lines found in a first class Meat Market.
PHONE US YOUR ORDER

J. E. Ford & Co. 174 South B'way **Union Market**
PHONE 48 or 58.

YOUR AD. in The Times will Bring Business To YOU that now goes to the Mail Order Houses.



Scenes on Coos Bay Beach