

Photographs

Opmerksomhed, onsdag aften 18de oktober 1922

**Kristianiamand faar stort
broarbejde
over Savannahfloden.**

Af »The Savannah Press« ses, at vort bysbarn, ingeniør Olaf Otto i Savannah, er blevet overdraget udførelsen af betonarbejderne ved et stort brobygningsarbejde over Savannahfloden.

Det er et meget stort arbejde, det her gjælder. Ottos anbud bare paa betonarbejderne var paa 313,667.17 dollar.

**CONTRACTS FOR PART
OF BRIDGE WORK GO
TO TWO BIDDERS**

**OTTO OF SAVANNAH AND
TWIGGS OF AUGUSTA
ARE SUCCESSFUL.**

**CONTRACT FOR MAIN
SWING LET LATER**

A. J. Twiggs & Son of Augusta and Olaf Otto of Savannah were the lowest bidders for the Savannah river bridge work, bids for which were received at a joint session of the state highway board, the county commissioners of Chatham county and representatives of the Savannah river bridge commission of South Carolina, held today.

The bids were accepted, subject to the approval of W. F. Brown, county engineer of Chatham county; C. A. Verdier of the bridge commission of South Carolina; W. A. Crossland, senior federal engineer for Georgia; S. B. Slack, bridge engineer of the Georgia highway department, and J. W. Barnwell, state highway engineer of South Carolina.

The bids were referred to these officials as a committee to investigate the ability of the two lowest bidders to carry out the contracts according to specifications and within the time required therein. The committee will meet at 4 o'clock.

The Figures.
A. J. Twiggs & Son bid \$165,422.94 for contracts. The next lowest bidder was H. B. Hoppendeitzel of Macon, \$186,533.22. Olaf Otto bid \$313,667.17 for contract 2. The Gadsden Contracting Company was the next lowest bidder at \$342,470.45.

The following other concerns made bids for the work: Cornell-Young Company, Macon; Raymond Concrete Pile Company, New York; Hardaway Contracting Company, Columbus, Ga.; Seaboard Dredging Company, Jacksonville, Fla.; Globe Dredging Company, Savannah; Atlantic Gulf & Pacific Company, Virginia.

The work of constructing the Savannah river bridge and approaches was divided into four parts. Bids were received today for contracts 1 and 2. Bids will be asked on Contracts 3 and 4, later it was stated. Contract 1 embraces clearing and earth fills above the marsh. Contract 2 embraces concrete trestle and pier work. Contract 3, steel Swing span across the river. Contract 4 embraces gravel surfacing for the earth fills and asphalt paving for the bridge.

Ten Bids.
There were ten bids received on the project. They were duly considered at an executive session before the acceptance was announced. The bid of the Globe Dredging Company was rejected. L. M. Smith, assistant attorney general of Georgia, rendering the following opinion on the rejection:

Why Rejected.
I have carefully looked over the bid submitted by the above company, and I find three exceptions to the advertisement and special provisions, as follows:

The special provisions provide that the contractor shall be responsible for the stability of all constructed embankments, and shall replace any portion which have become displaced.

In the letter accompanying the bid of the said company they make the following exception to the above special provision:

"We are not to be responsible for any slides, settlements, washouts or other mishaps to any section of the embankment after acceptance of the same by the state highway engineers of Georgia.

An Exception.
In the letter accompanying

(Continued on Page Seven.)

**CONTRACTS FOR PART
OF BRIDGE WORK GO**

(Continued from Page Fourteen.)

the bid they make the following exception to the advertisement: "It is understood that we shall handle our part of the work as we may elect."

Further the bidder states that the entire amount shall be paid each calendar month, refusing to allow the highway department to retain 10 per cent, as specified in the bids, as shown by letter accompanying bid.

In view of the above three exceptions, it is my opinion that the bid of the above mentioned company is not in accordance with the special provisions and advertisement of the state highway department of Georgia and that the said bid should be rejected.

The above opinion is concurred in by John P. Wise, Esq., attorney for Savannah river bridge commission.

Joint Meeting.

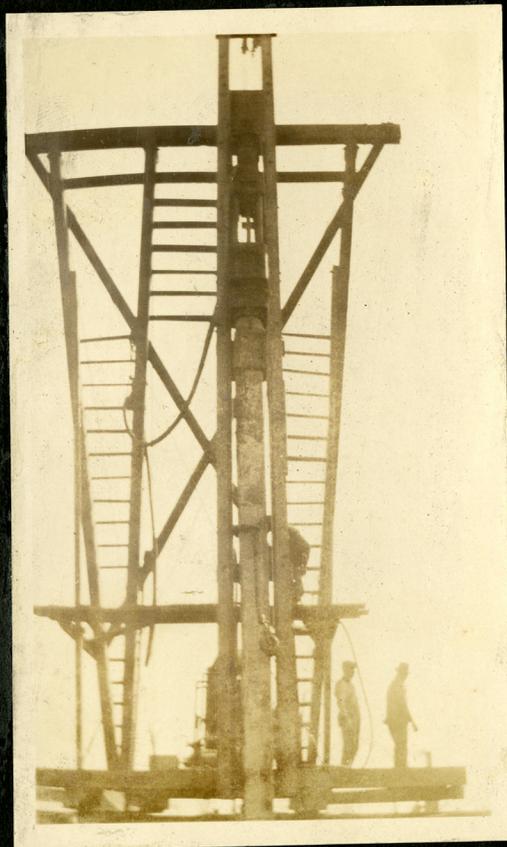
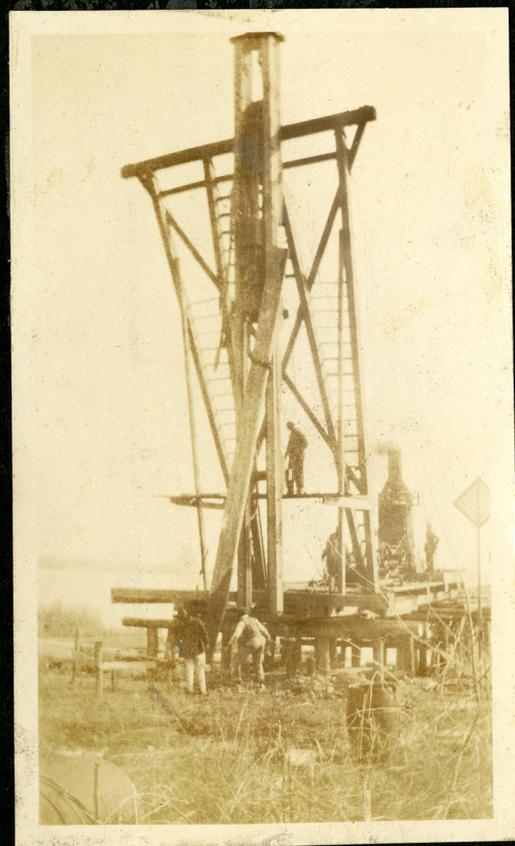
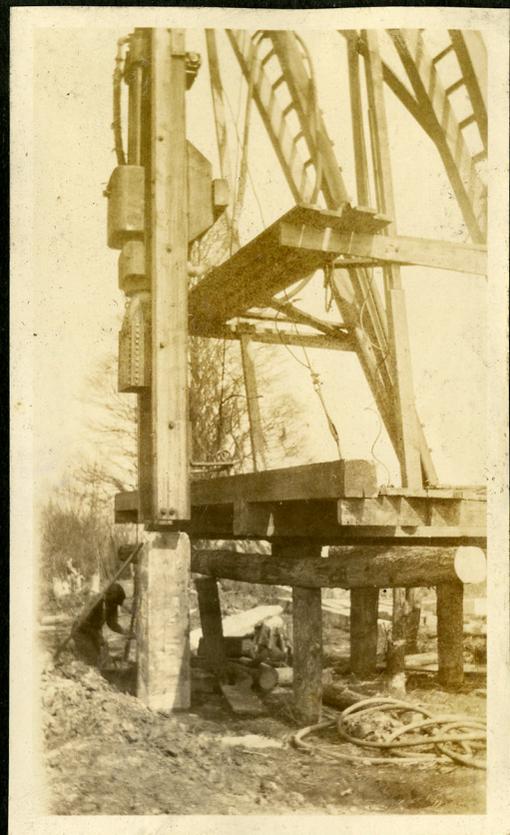
The Chatham county commissioners held a joint meeting with the members of the state highway board. The board decided to hold the meeting in Savannah, an exception to the rule that provides the board shall meet in Atlanta, because of the importance of the project.

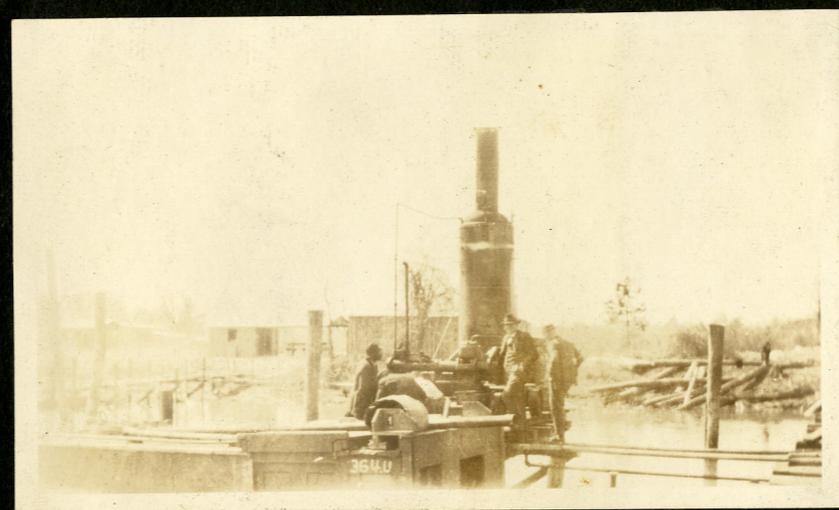
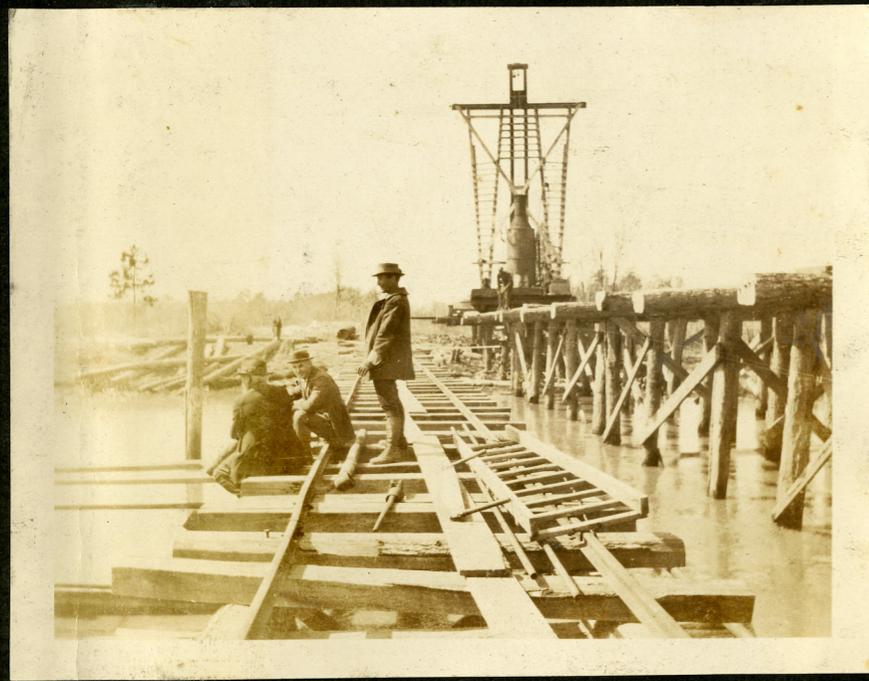
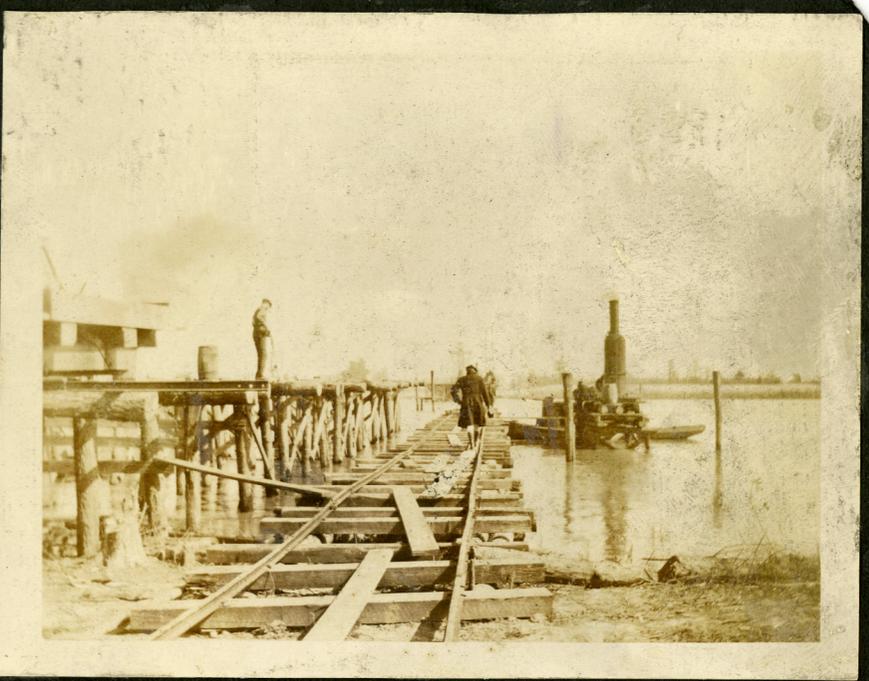
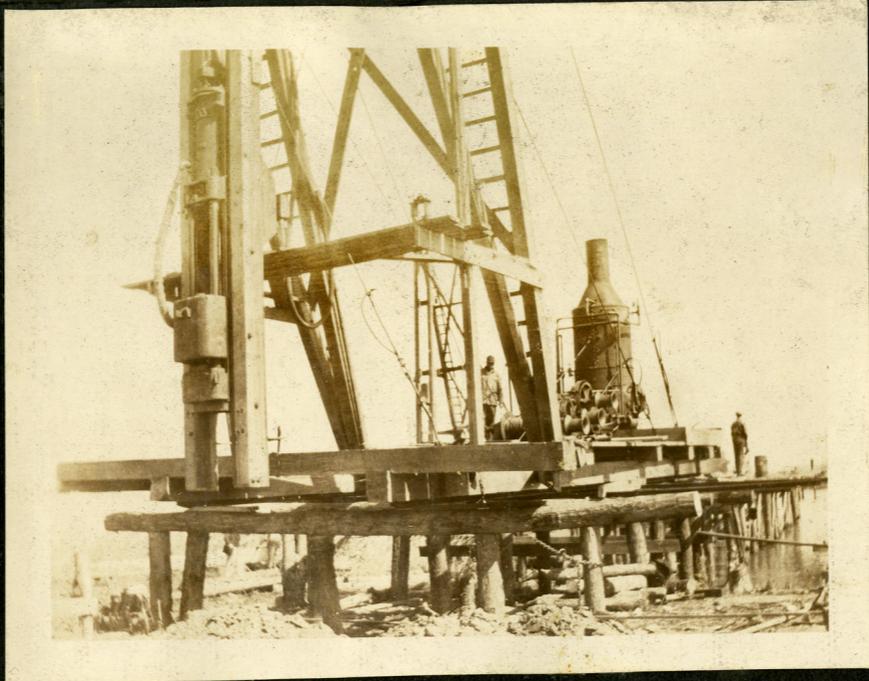
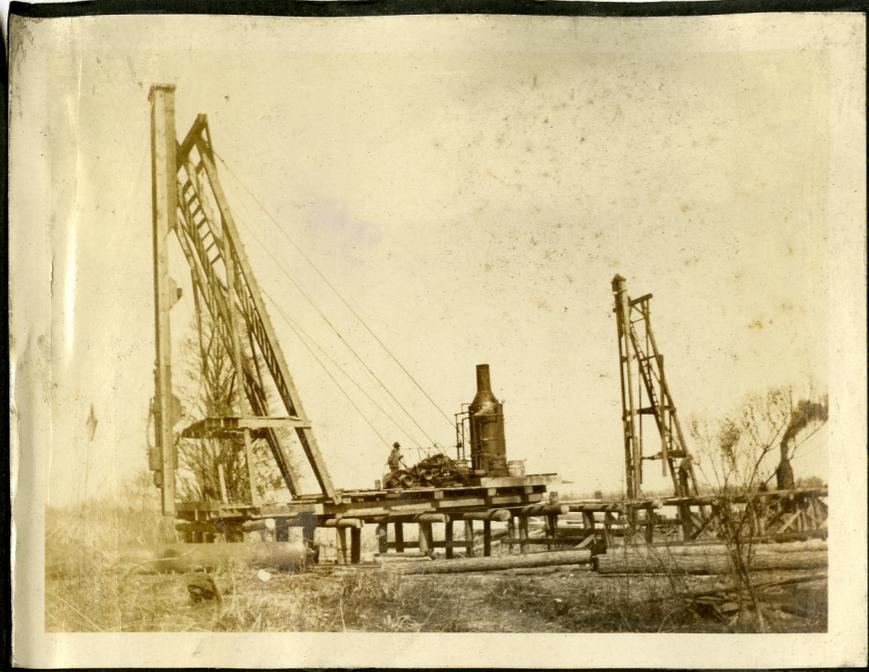
Officials present at the meeting today were: Chairman John N. Holder, Judge S. S. Bennett and Robert C. Neely of the state highway board; the board of county commissioners of Chatham county, composed of Judge Oliver T. Bacon, chairman; A. B. Moore, Arthur W. Solomon, Albert Wylie, William V. Davis, W. A. Crossland, federal senior highway engineer for Georgia; W. R. Neel, state highway engineer; S. B. Slack, bridge engineer; E. C. Miller, chief engineer; E. P. McWhorter, division engineer; H. G. Smith, field engineer; J. E. Gill, county supervisor of Jasper county, S. C.; J. W. Barnwell, state highway bridge engineer of South Carolina; C. A. Verdier of the Savannah river bridge commission for South Carolina; John P. Wise, attorney for the Savannah river bridge commission; Seaward Smith, assistant attorney general of Georgia; Leo A. Morrissy, acting county attorney for Chatham county; Secretary Spahr of the state highway board.

The joint session was held in the superior court room in order to accommodate the large crowd present when the bids were received. Chairman Holder presided over the meeting, which convened at 11 o'clock. Judge Oliver T. Bacon declined to preside on the ground that he considered the project a joint enterprise. He said he thought Chairman Holder should preside, in order to make the reception of the bids legal.

Col. Heyward There.
T. S. Heyward, candidate for the legislature from Beaufort county South Carolina, was present at the meeting. He is running on a platform of good roads, especially good roads to connect with the Savannah river bridge. Col. Heyward was introduced to Mr. Holder as "the father of the Savannah river bridge movement."



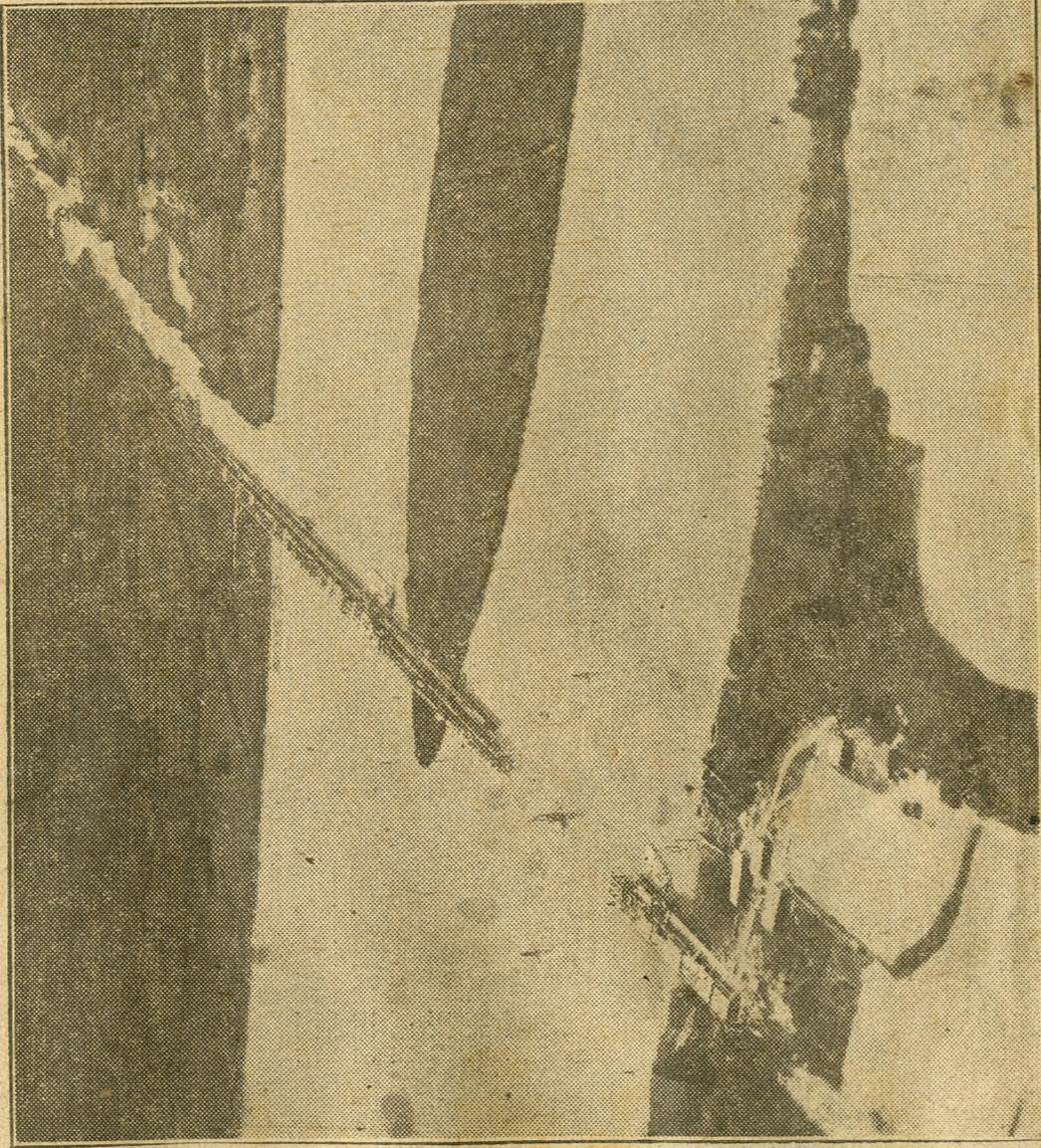




THE SAVANNAH PRESS

First View Savannah River Bridge Now Being Built

SOUTH CAROLINA.



THE PRESS

GEORGIA.

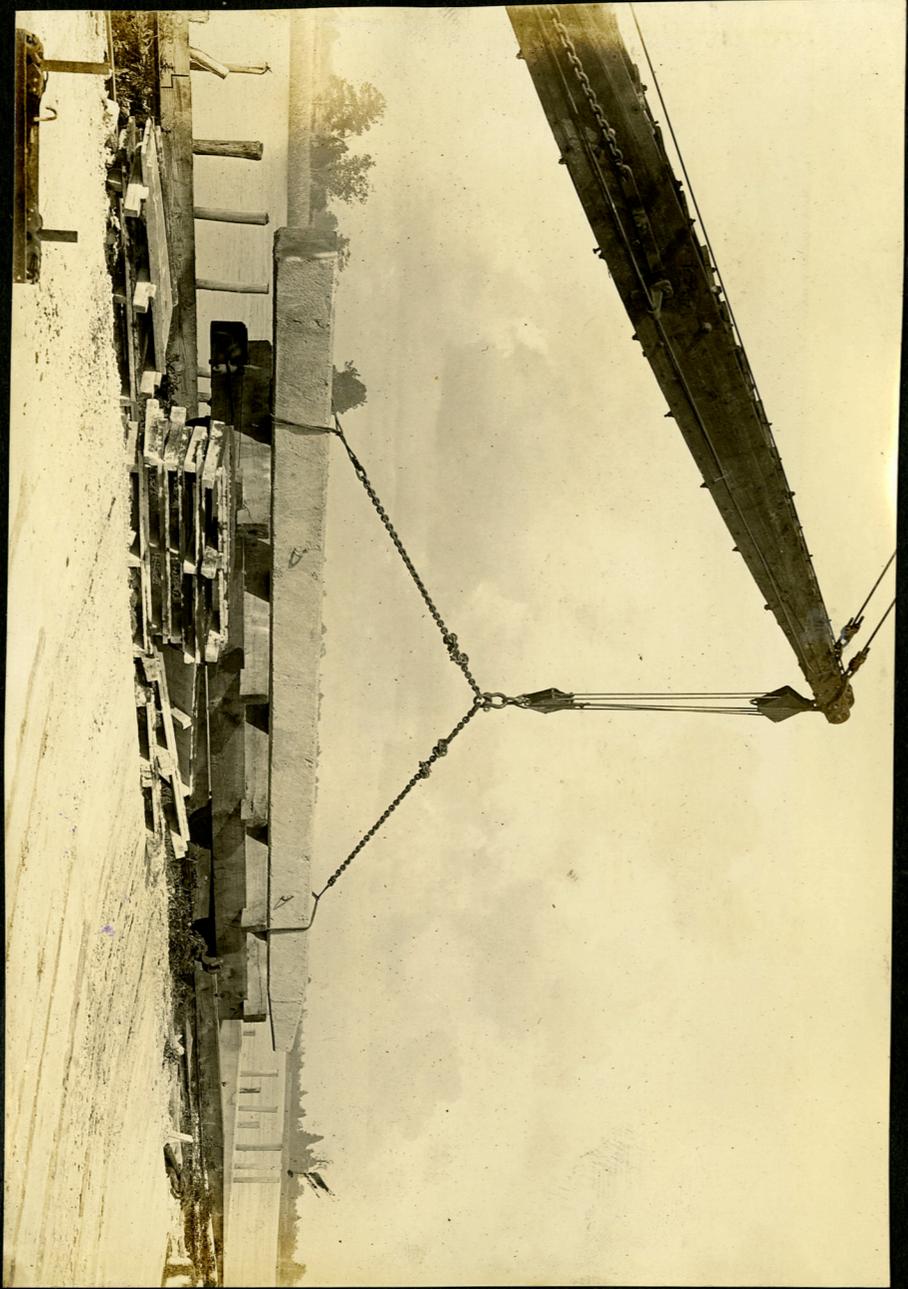
Here is the first picture of the Savannah-Carolina river bridge spanning the Savannah river. It is an aeroplane view taken for the Savannah Board of Trade to show the progress being made on the bridge. From it a clear idea can be obtained as to the general conception of the bridge project. It shows at a glance where the river is to be crossed and how the bridge is to be constructed. While the view shows generally the entire bridge under construction it presents most clearly the portion designated as Bridge No. 1, and crossing front river on the Georgia side.

This bridge is progressing rapidly, as is evident from the above view. There are five bridges in the project, the others crossing Middle river, Little Back river and two creeks in South Carolina. The lower left end of the bridge in the above picture rests on Potters Grove, while the upper right end rests upon Onslow Island, the center being on a narrow marsh island which is below water at high tide.

The open space in the bridge near the Potter's Grove end is for the 240-foot swing span, to permit boats to pass. At this span the deepest point in the river is 20 feet at high tide.

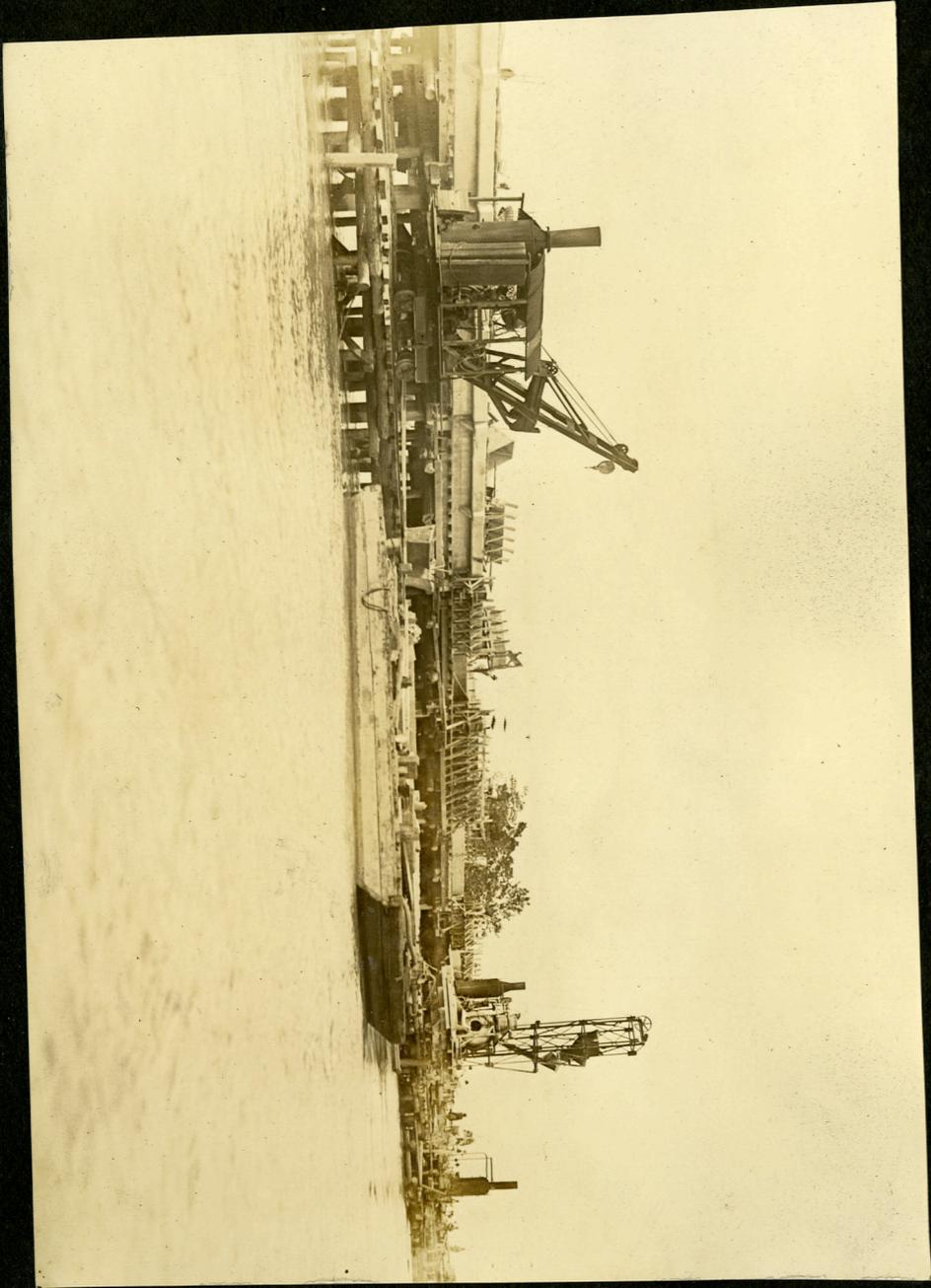
The entire front river bridge is 1,466 feet long with an 18-foot roadway. It is of reinforced concrete construction, the span being constructed of steel.

The picture was taken by Eaton-Ison, aerial photographers of Houston, Tex.



X

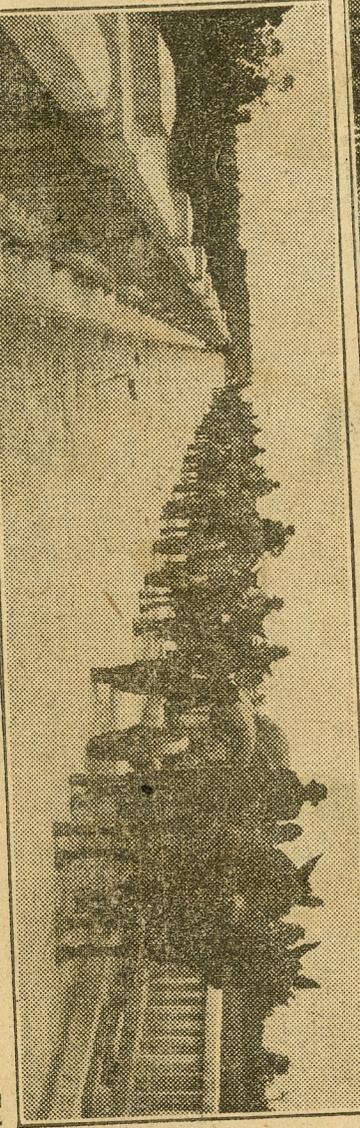
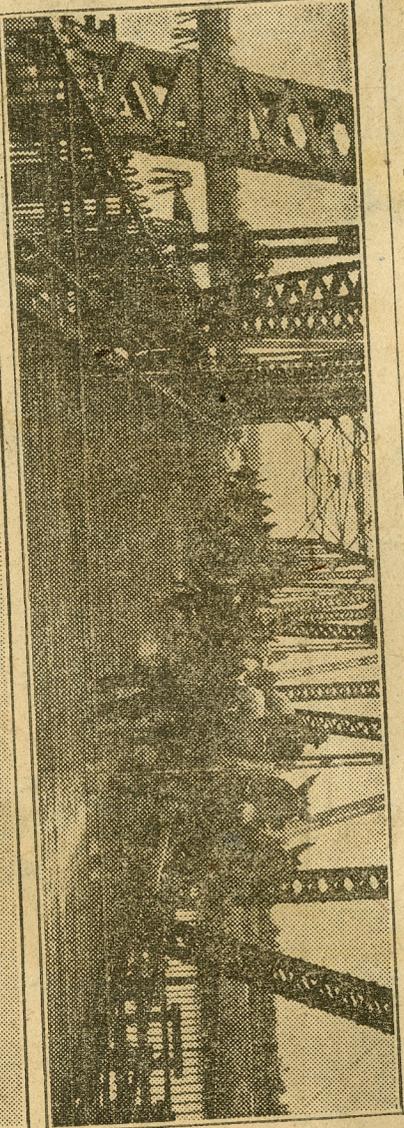




JUNE 15TH 1923



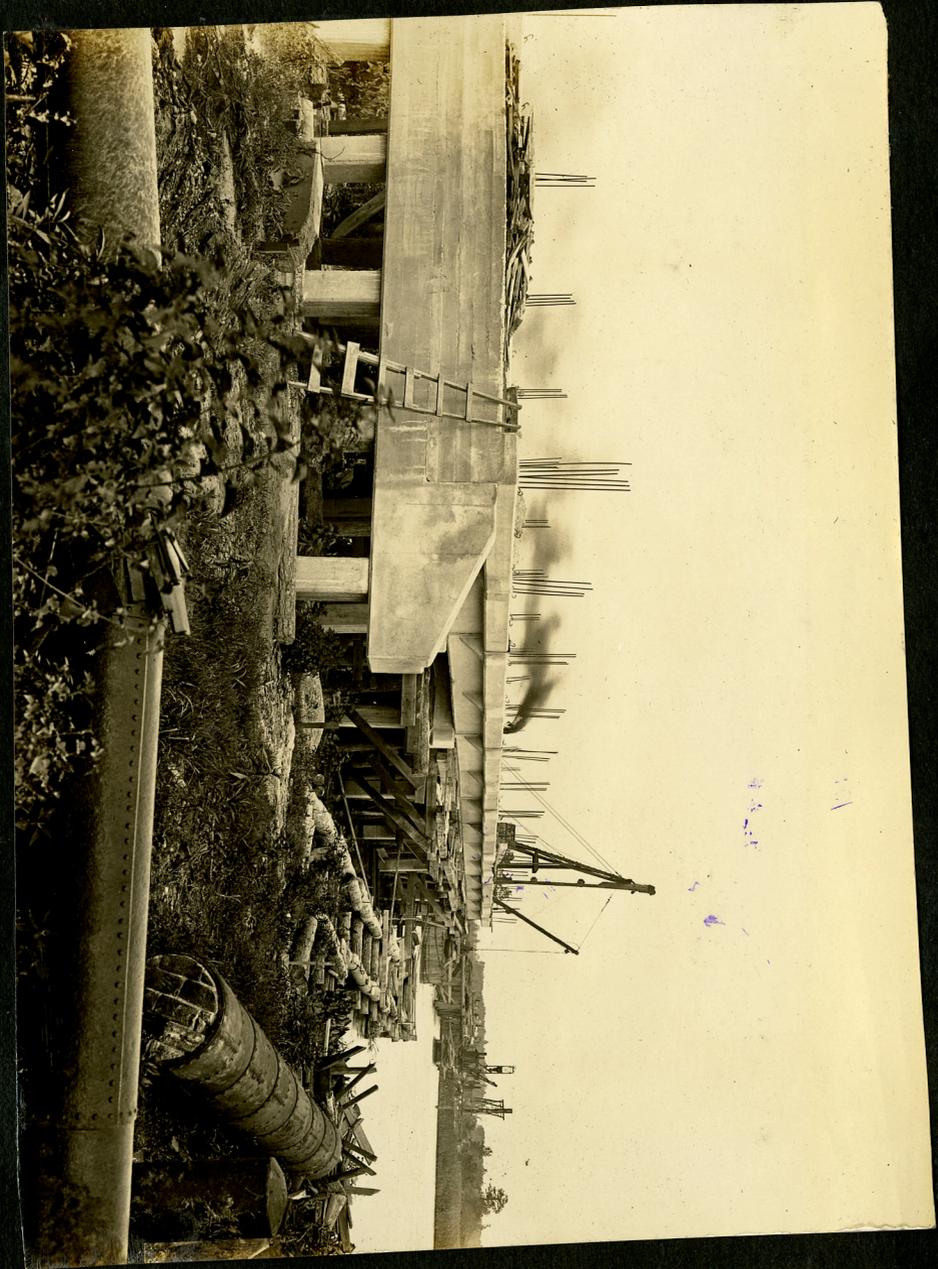
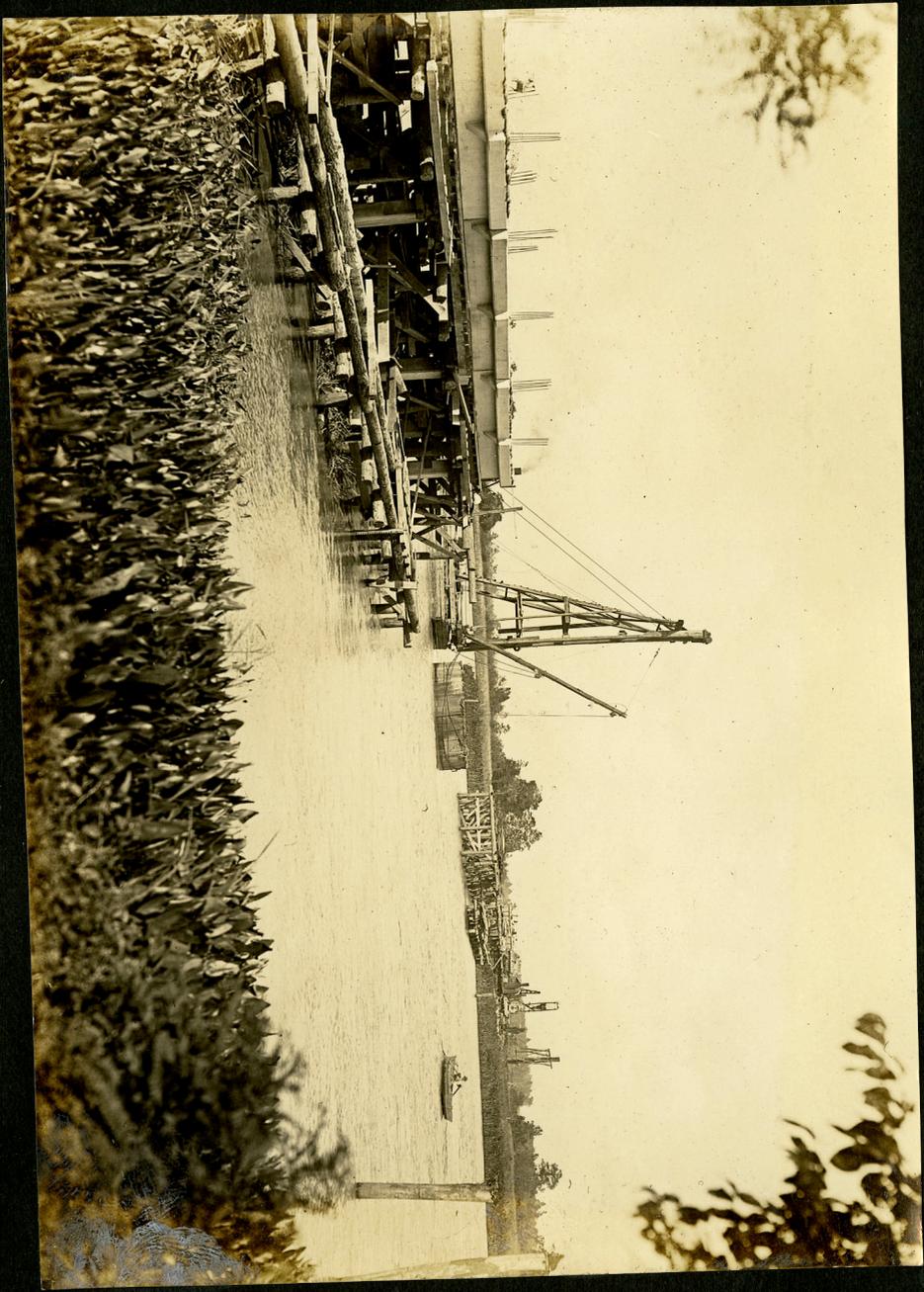
THE FIRST CARAVAN TO CROSS THE BRIDGE

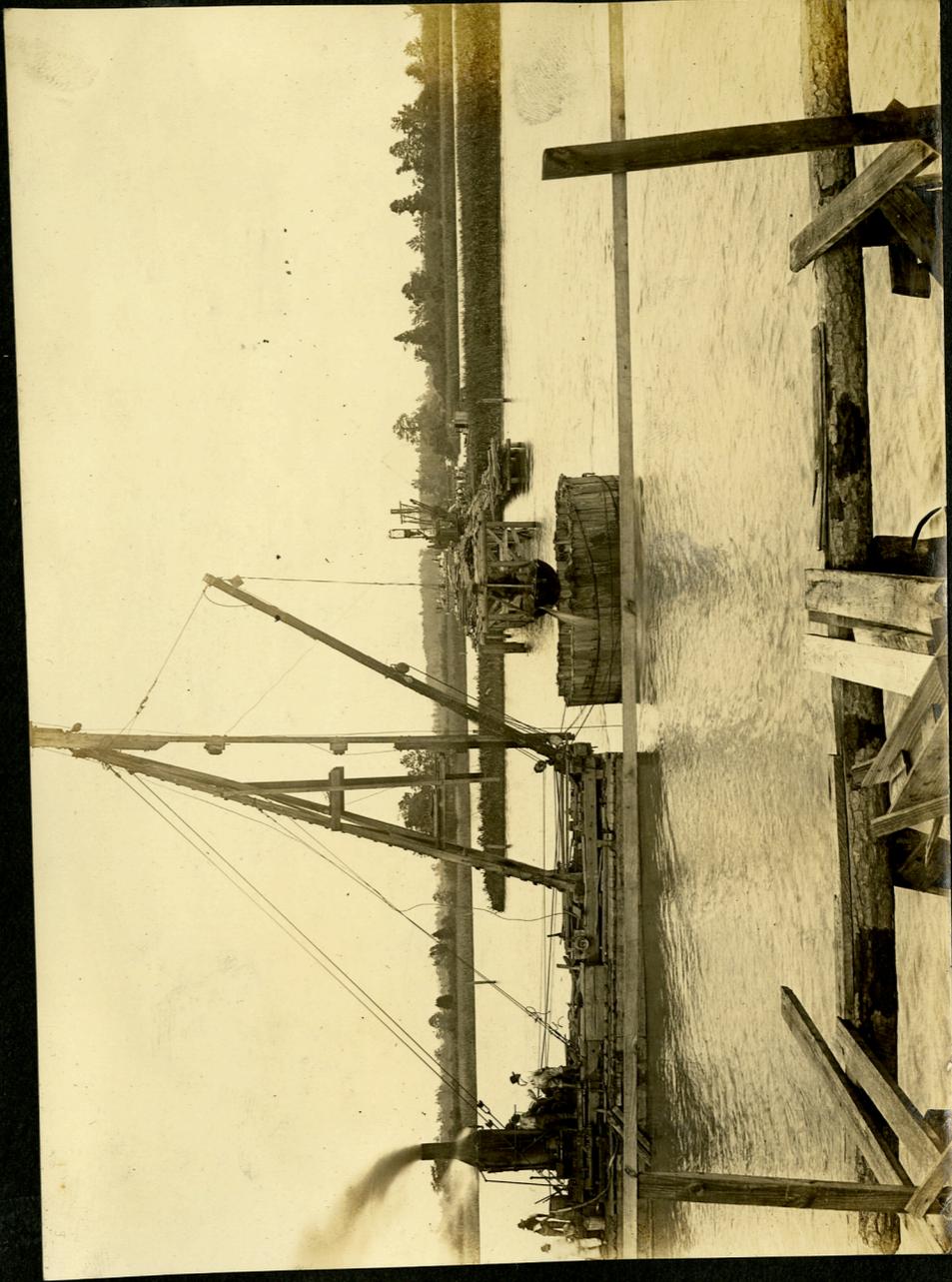


—Photos by Foltz

GEORGIA-CAROLINA BRIDGE VIEWS.

The above views show the first caravan of teams of any kind to cross the entire length of the Georgia-Carolina bridge. One view is taken on the draw span and the other is while crossing the concrete structure. Both views afford an excellent conception of what this fine structure will look like when completely finished and ready for all kinds of travel next spring. Both photographs were taken Saturday by George R. Foltz, the photographer.





LOOKING NORTH BRIDGE No 1

JUNE 15 1923

Important Part Played by Three Carolina Counties

Their Enterprise and Contribution to Savannah River Bridge Has Been Noteworthy

SAT. MORNING NEWS Nov 5 1924

An interesting account of the part the three South Carolina counties of Beaufort, Hampton and Jasper have played in the construction of the Savannah river bridge appeared in Sunday's Charleston News. The story recalls the conference held as far back as 1904 in Savannah between Niels Christensen and Col. J. H. Estill, then owner and publisher of the Morning News.

The account of the Charleston News was as follows: Three South Carolina counties—Beaufort, Hampton and Jasper—have played an important part in the construction of the Savannah river bridge, which will be completed some time after the first of the year. Highway proponents in these counties initiated the enterprise whereby South Carolina and Georgia joined forces in relegating the barrier of the Savannah river. With the opening of the bridge and anti-quoted ferry service will no longer be necessary to the communication of the neighborhoods close to the stream.

"This bridge is on the Atlantic Coastal Highway, the Quebec to Key West route. It is one of three outstanding engineering projects on this great highway, the Ashley river bridge at Charleston and the Santee river bridge near Greeleyville being the others. The Edisto river bridge at Jacksonville and several other bridges are of less importance, though they are of less magnitude.

"The Savannah bridge represents an investment of approximately \$750,000. The counties of Beaufort, Hampton and Jasper, appreciating the great good to come from this crossing, raised \$150,000 of this amount. The bridge crosses the Savannah river near Port Wentworth. From high grade on the Carolina side to high grade on the Georgia side the bridge has a length of 4.83 miles, traversing old rice fields near the river. More technically, the bridge are three with a combined length of 5,634 feet or 1.07

miles, and the causeways have a combined length of 18,651 feet or 3.54 miles. The steel swing span is 240 feet in length. A fixed concrete girder spans the Little Back river with a vertical clearance of six feet at high water and a horizontal clearance of fifty feet, ample for all river craft likely to pass under it.

"The bridge is the result of years of agitation. As far back as 1904 State Senator Niels Christensen of Beaufort, conferred in Savannah with Col. James H. Estill, then publisher of the Savannah Morning News. Col. Estill owned property at Bluffton, in Beaufort county. He co-operated with Mr. Christensen in an effort to improve the ferry service and urged that a bridge be built. Thereafter Mr. Christensen never let up agitating for the bridge whenever and wherever the opportunity warranted. His efforts to bridge the Savannah river figured as an issue in two of his campaigns for the senatorship. Several bridge projects were pressed, but fell through. However, in 1920, Mr. Christensen drew up a bill providing for a Savannah river bridge commission, the Governor to appoint three commissioners, one each from Beaufort, Hampton and Jasper counties. This measure committed these counties to putting up \$50,000 each, a like amount to be appropriated by South Carolina from its allotment of federal aid funds. This money was to be raised when Georgia furnished \$300,000, of which \$150,000 was to come from federal aid funds. Senator Purdy of Jasper and Senator Lightsey of Hampton, joined with Senator Christensen and the measure was passed in the Legislature. The House members were also agreed on the desirability of bridging the river.

"This act was passed the same year the Santee river bridge act was passed. The governor appointed as commissioners C. A. Verdier for Beaufort, C. E. Perry for Jasper and W. A. Wyman for Hampton. They are still serving on the commission. John T. Wise of Ridge-land was chosen secretary for these commissioners.

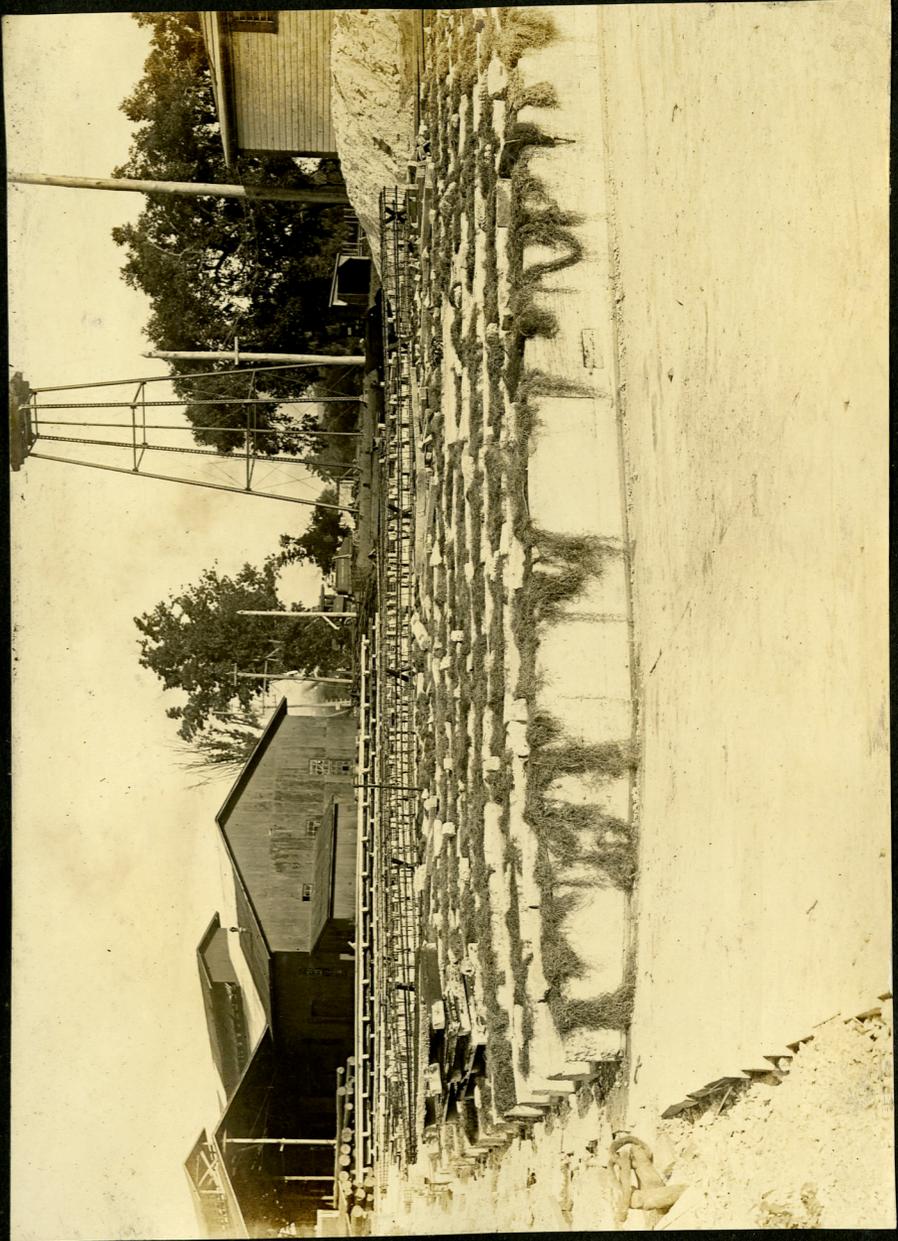
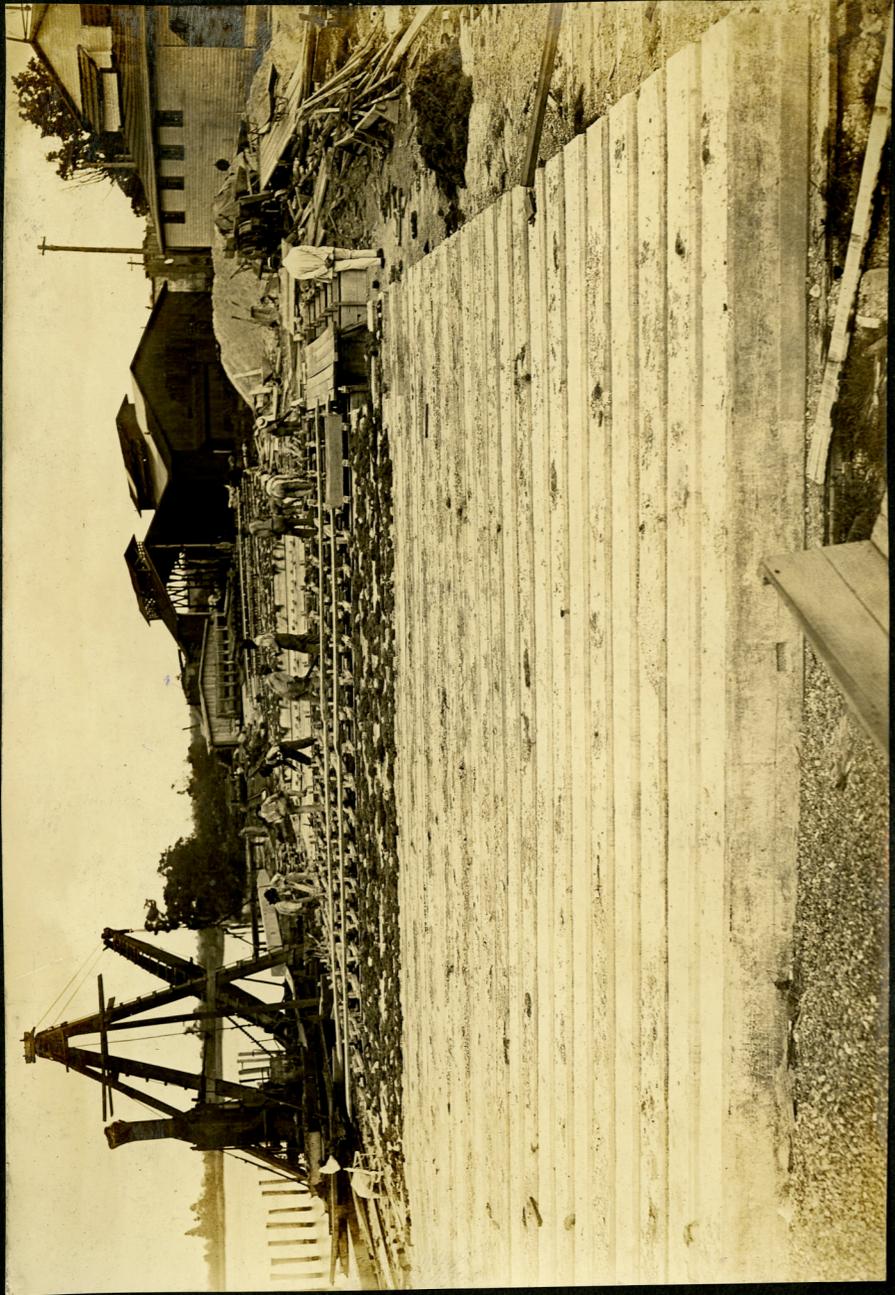
"Georgia did not demonstrate its interest until two years later. In 1922 the Georgians showed that they were impressed with the great benefits to accrue from an investment in a bridge and in short order arrangements for the bridge were authorized. In due course the plans and specifications were drawn and the contracts let and the neighborhood counties on both sides of the river agreed to upbuild their highways leading to the bridge.

"With relation to the Atlantic Coastal Highway, whatever is said for the Santee and Ashley river bridges applies to the Savannah river bridge. They are three outstanding crossings and together represent an investment of \$3,000,000. Charleston to Savannah by way of this crossing will be reduced to 118 miles for motorists and with the types of highways and good time will be possible. It is expected that Charleston will take part in the celebration of the opening of the bridge, which will likely be arranged for some day in the spring.

"As outlined by the official highway chart, the Charleston-Savannah highway goes by way of the Ashley river bridge, Rantowies, Adams Run, Jacksonville, Walterboro, Yemassee and Ridgeland. An alternative route will be built by way of the community of Ashepoc. A contract for the Combahee river bridge on this route has been awarded. This bridge connects the counties of Colleton and Beaufort. It will cost about \$70,000.

"It is well known that Charleston county already has concrete for eighteen miles on this route and will extend the concrete in due course to the Edisto river, a total of thirty-two miles of hard surfaced. Colleton county has provided an excellent earth-bound highway which passes by the court house in Walterboro. The other South Carolina counties are doing their part and it is announced that the entire system will be completed in the early spring. Until the concrete bridge across the Ashley river at the foot of Cannon street is completed the wooden structure will be maintained for highway travelers.

"With the completion of the system it is assured that a considerable portion of the stream of motorists between the East and the Southeast will be diverted to the Atlantic Coastal Highway. Hotel managers on the highway between Richmond and Jacksonville appreciate this and have set up an organization to promote travel by way of Savannah. All along the route highway authorities have agreed to make sure that every section will offer an excellent driveway. Beaufort, Hampton and Jasper counties will be amply compensated in due time by the upbuilding of roads in the section. The activities of Congressmen and Senators of this State in the activities of the highway system are noteworthy.





OC 1074 1923



A

SEPT 30TH 1923

SOUTH CAROLINA VISITORS INSPECT WORK ON BRIDGE

TAKEN FOR RIDE OVER CHATHAM'S SPLENDID HIGHWAYS.

The commissioners of Chatham county are today hosts to a number of prominent South Carolina citizens who reached the city at an early hour this morning for the purpose of inspecting the work which has been accomplished on the Savannah river bridge project.

The Visitors.

The party arrived at 10:05 o'clock over the Atlantic Coast Line Railway. In the party were Charles Moorefield, engineer of the state highway department of South Carolina; L. H. Thomas, secretary of the same organization; T. Savage Heyward, representative of Beaufort county in the state legislature; C. E. Perry, chairman of the South Carolina bridge commission; Dr. E. H. Weyman, member of the South Carolina bridge commission; C. A. Verdier, another member of the commission; J. E. Gill, engineer of Beaufort county; C. W. McFetter, road commissioner of Beaufort county; Nels Christensen, state senator from Beaufort county; S. S. Hartman, representative of Jasper county; W. R. Hubbard, representative of Jasper county; R. T. W. Roberts, Jr., road commissioner; M. F. Gray, superintendent of roads of Jasper county; R. M. Powers, state highway engineer of South Carolina; W. C. Conley, federal engineer of South Carolina, and J. P. Wise, secretary of the Savannah river bridge commission.

Taken to Site.

The officials were met at the Union Station by a party headed by Judge O. T. Bacon, chairman, and composed of Judges A. W. Solomon, A. B. Moore and Albert Wylly; Reuben Butler, clerk of the county commissioners; B. P. McWhorter, division engineer of the state highway department; Olaf Otto, contractor for the bridge; John P. Twiggs, representing A. J. Twiggs & Son, earthmoving contractors; T. Newell West, superintendent of public works and roads, and W. F. Brown, county engineer.

The visitors were assigned to places in automobiles which had been parked conveniently near the station and were taken immediately to the bridge site, where an extensive inspection was made.

Luncheon.

Following the inspection the visitors were taken over the principal roads of Chatham county's excellent system of highways and a stop was made at Bannan Lodge, Thunderbolt, at 12:30 for luncheon.

Following the luncheon, the party made a trip to Tybee over the splendid new highway, Victory Drive. The afternoon was spent at the resort.

All of the South Carolinians will get away for their homes either tonight or early tomorrow morning.

Work in South Carolina.

Mr. Wise, secretary of the river bridge commission from "Over Home," stated twenty miles of sand-clay road, extending from Hardeeville to the river bridge, have already been completed. A stretch of thirty miles remains to be constructed via Yemassee, but this is to be rushed to completion within the next six to ten months.

Mr. Wise authorized the announcement that an effort is to be made for the construction of a cement highway from the Savannah river bridge terminus in Jasper county to Charleston.

Charleston has already constructed twenty miles of cement road under another project.

Pleased With Progress.

The visitors state they are pleased with the progress made in the work on the bridge and approaches. The work is ahead of schedule and will likely be completed before the time provided for in the contract, June, 1924, they say.

GOOD ROADS LEADING TO BRIDGE PROMISED

Contractor Hopes to Have Span Finished in Ten Months

MUST HAVE GOOD ROADS

Officials of South Carolina Guests of Savannah

Plans for putting the roads that lead from the Georgia-Carolina river bridge which is now in the course of construction, to points in inland Georgia and South Carolina, in good condition, were discussed at length yesterday at Bannan Lodge when the county commissioners of Chatham county entertained the officials of the South Carolina Highway Department and others interested in the development of good roads.

Upon arriving in the city yesterday morning, the visitors were met at the train by a delegation composed of Oliver T. Bacon, chairman of the Chatham county commissioners; County Commissioners A. B. Moore, Albert Wylly and Arthur Solomon, G. Reuben Butler, clerk of the county commissioners; T. Newell West, superintendent of roads; W. F. Brown, county engineer; B. P. McWhorter, division engineer for the Georgia Highway Department; Olaf Otto, contractor for the building of the bridge, and John P. Twiggs of Augusta, representative of A. J. Twiggs & Son who received the contract for the road work in connection with the bridge project.

They were driven through the city in automobiles and then taken to the site of the Savannah-Carolina bridge where it was inspected. Mr. Otto stated that while he had until August, 1924, to complete the project, he felt confident the final work would be completed within 10 months from date.

This announcement with pleasure by both the Savannah citizens and those from South Carolina as all are desirous of completing the project as soon as possible. The question of whether the roads in Georgia and South Carolina which will connect the bridge with the main highways of the two states would be in proper condition as early as May or June of next year was discussed.

It was pointed out by the representatives of the counties in South Carolina that the federal aid funds set aside for the development of the roads in question had been diverted as the result of the three counties not being ready to commence the work. They will be unable to get the necessary federal aid until another allotment is made for the development of the highways in the different states.

J. P. Wise, secretary of the Savannah river bridge commission, suggested that a committee, headed by State Senator Nels Christensen, be authorized to take the matter up with the Highway Department of South Carolina. A resolution to this effect was adopted and Mr. Christensen will be permitted to pick his own committee.

The South Carolina Highway Department will be asked if there is not some maintenance fund which can be used in aiding in building the roads adjacent to the river bridge on the ground that it is a case of an emergency.

It was suggested that Beaufort county furnish the money if matters could be arranged so that it would be reimbursed when the next allotment of federal aid funds is made. Although representatives of Beaufort county stated that there was sufficient funds in the treasury to do this and that they were willing to finance the undertaking, things could not be arranged so that the government would replace the funds expended. The latter is true because the government only aids in road projects and does not spend funds on projects already completed.

Although the opening of the bridge will probably not occur in less than a year, it was decided at yesterday's gathering to begin planning now for a joint celebration to be participated in by both South Carolina and Georgia.

Mr. Butler, secretary of the Chatham county commissioners, and Mr. Wise, secretary of the Savannah river bridge commission, were appointed to make preliminary plans for the celebration. Those from South Carolina who attended follows:

Charles Moorefield, engineer of the State Highway Department of South Carolina; L. H. Thomas, secretary of the same organization; T. Savage Heyward, representative of Beaufort county in the state legislature; C. E. Perry, chairman of the South Carolina bridge commission; Dr. E. H. Weyman, member of the South Carolina bridge commission; C. A. Verdier, another member of the commission; J. E. Gill, engineer of Beaufort county; W. McFetter, road commissioner of Beaufort county; Nels Christensen, state senator from Beaufort county; S. S. Hartman, representative of Jasper county; W. R. Hubbard, representative of Jasper county; R. T. W. Roberts, Jr., road commissioner; M. F. Gray, superintendent of roads of Jasper county; R. M. Powers, state highway engineer of South Carolina;

Ship on way from Joliet, Ill., to Savannah, Ga.

THE SAVANNAH PRESS, FRIDAY, OCTOBER 12, 1923.

PARTY ENGINEERS INSPECT BRIDGE ACROSS SAVANNAH

PLEASED WITH THE PROGRESS OF THE WORK.

Work on the Savannah-Carolina river bridge is progressing satisfactorily, said A. E. Loder of Montgomery, district engineer of the United States bureau of public roads, upon the return of his party from an inspection of the bridge this morning.

Those in Party.

In Mr. Loder's party which visited the bridge and inspected the work this morning were: J. L. Cresap of Tallahassee, Fla., state highway engineer of Florida; L. K. Cannon of Lake City, Fla., one of the division highway engineers of Florida; W. A. Crossland of Atlanta, senior highway engineer of Georgia; C. D. Snead of Montgomery, head bridge engineer of the district office of the bureau of public roads, and B. P. McWhorter, Savannah division state highway engineer.

To Inspect Road.

The party will go over the Tybee road this afternoon to the island. An inspection will be made of the condition of the Tybee road.

The Florida engineers, joined Mr. Loder's party to secure information to assist them in building a 33-mile bridge across Escambia bay, near Pensacola, Fla. The conditions to be faced in the building of this bridge are similar to those in the building of the Savannah bridge.

Coastal Highway.

The visiting engineers are very much interested in the development of the coastal highway. Judge E. H. Phillips of Tallahassee, chairman of the Florida state board of highway engineers, will arrive in Savannah this afternoon by automobile from Florida on an inspection tour of the road from Savannah to Florida. He will go to Brunswick for the highway meeting there tomorrow.



Sept 30th 1923

THE GUMPS—LO, THE CONQUE



WELL, OLD TIMER, HOW ARE YOU? HOW'S YOUR WIFE AND ALL THE FOLKS - IT SEEMS GOOD TO SEE THE SECTIONS OF YOUR SMILING FACE THAT AREN'T HIDDEN BY MATTRESS VINES - GOSH I'M GLAD TO BE BACK AT SHADY REST-

WERE ALL GLAD TO SEE YOU HERE - A COUPLE OF WEEKS OUT DOORS WILL TAKE SOME OF THAT ELECTRIC SUNBURN OFF YOUR MAP - YOU'RE AS PALE AS A LONESOME LILY-



HOW'S THE FISHING? IT NEVER WAS BETTER - THE FISH ARE SO HUNGERY THEY'RE BITING THE LEGS OFF THE SEA GULLS - LUTHER BURBANK WAS DOWN HERE LAST SEASON - HE CROSSED BLACK BASS WITH MOSQUITOES - HOW THEY'LL BITE AT ANYTHING!

I'M GLAD OF THAT - I ALWAYS FELT BAD LAST YEAR TO SEE YOU TAKE A CON OF BAIT AND SPEND ALL DAY FISHING AND COME BACK WITH NOTHING BUT AN APPETITE FOR SUPPER!

LOOK WHAT THE CAT DRAGGED IN-

WELL, WELL, MRS. KE... I'M GLAD YOU LOOKED GOOD!

INSPECTION SHOWS REMARKABLE PROGRESS MADE ON BRIDGE WORK

SAVANNAH RIVER PROJECT WILL BE COMPLETED BY JUNE 1, 1924, DECLARES OLAF OTTO, THE CONTRACTOR - BRIDGE ACROSS THE MAIN RIVER IS ALMOST FINISHED, ONE SECTION ALREADY BUILT—DESCRIPTION OF WORK DONE.

Remarkable progress has been made in the construction of the Savannah river bridge since it was started in January. This was revealed to a Press representative who went on an inspection trip with Olaf Otto, the contractor.

One could not help being impressed by the vastness of the project. The bridge will be one of the largest in the South.

Mr. Otto stated he expects to complete the job by June 1, 1924. There will be three large bridges. The main bridge, which is over the main channel of the Savannah river, is nearly completed. About 1,000 feet of the bridge has been finished, with the exception of the hand rail. All caissons will be completed, it is expected, in about two weeks.

One Section Completed.

The Georgia side of the bridge, which juts out from the shore 200 feet into the river, is completed. A 240-foot steel swing span will connect this part of the bridge with the remainder. It will permit the river to be used by large vessels plying up and down the stream.

The caisson for the channel pivot pier on which the steel swing span will rest and revolve has been sunk and all excavation completed. The work of pouring the concrete in the pier will start in a few days.

It is about a mile from the bridge to the Dixie Highway (Augusta road) and the work of shaping and grading a sand road between these points is now in progress. This sand stretch is about half completed. The work is being done by the Globe Dredging Company, the sand being pumped direct from the river to the point of distribution.

After the main bridge is completed operations will be confined entirely to the bridge over the middle river. Finishing touches will be put to this structure in about three months if things move along at the present rate.

There is a good deal of marsh land between the main channel and the middle river and a sand road will connect the two bridges over the stream. They are about a mile apart.

Two Small Bridges.

Two small bridges will be built between the little back river and the town of Hardeeville, S. C. There are two small streams crossing the proposed road between the two places. The bridge over the back river is the most difficult one to construct and will occupy the greatest length and time.

On the Savannah river bridges there are two drain pipes every twenty-five feet—one on each side of the roadway. The bridge is also slightly arched every twenty-five feet and these two items ensure a rapid drainage of rainwater.

One feature of the bridge which attracts the attention of the layman is the placing of a strip of asphalt packing between the concrete slabs, the same distance apart as the drain pipes. This feature allows for contraction in the winter and expansion in the summer.

To Let Another Contract.

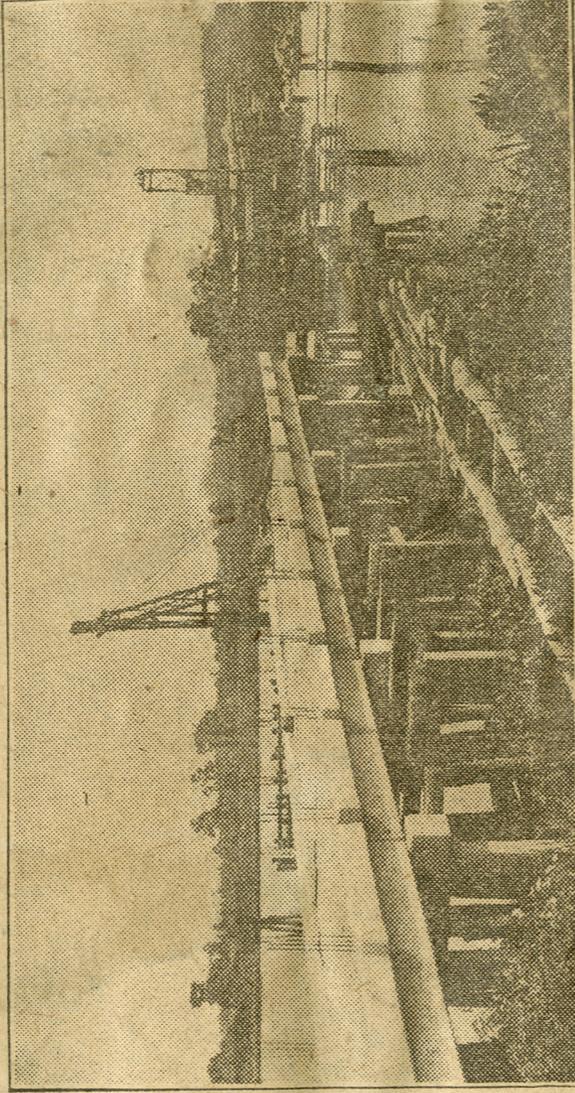
The machine which is used to pour the concrete into the moulds for the caps or supports of the bridge and for the flooring, runs along a little narrow gauge railway, which is built of timber pilings alongside the bridge.

When the bridges proper are completed the contract for the steel swing span will be let.

There is an article in the July issue of Successful Methods, a structural magazine published in Savannah, entitled "Bridging the Savannah," by Mr. Otto. With the story, which gives in detail the type of construction work of the bridge, are a half dozen photographs of the bridge and yard where the concrete pilings are cast.

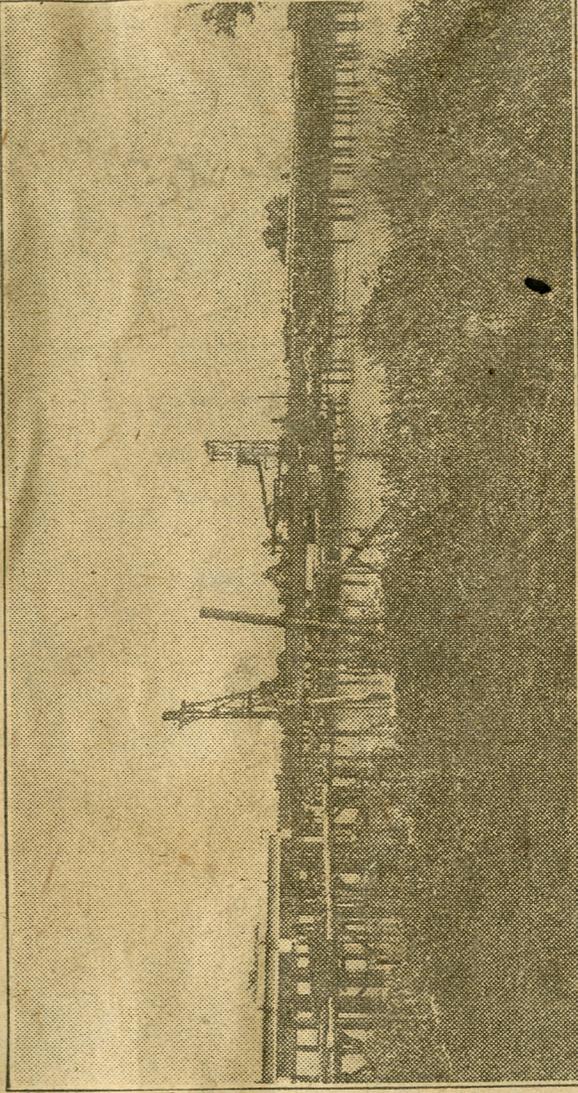
SAVANNAH MORNING NEWS: SUNDAY, SEPTEMBER 30, 1923

SAVANNAH RIVER BRIDGE AS IT IS PROGRESSING FROM BOTH GEORGIA AND SOUTH CAROLINA SIDES



Photograph by Foltz.

Showing status of construction on the Georgia side.



Photograph by Foltz.

Showing status of construction on the Georgia side. Olaf Otto, contractor.

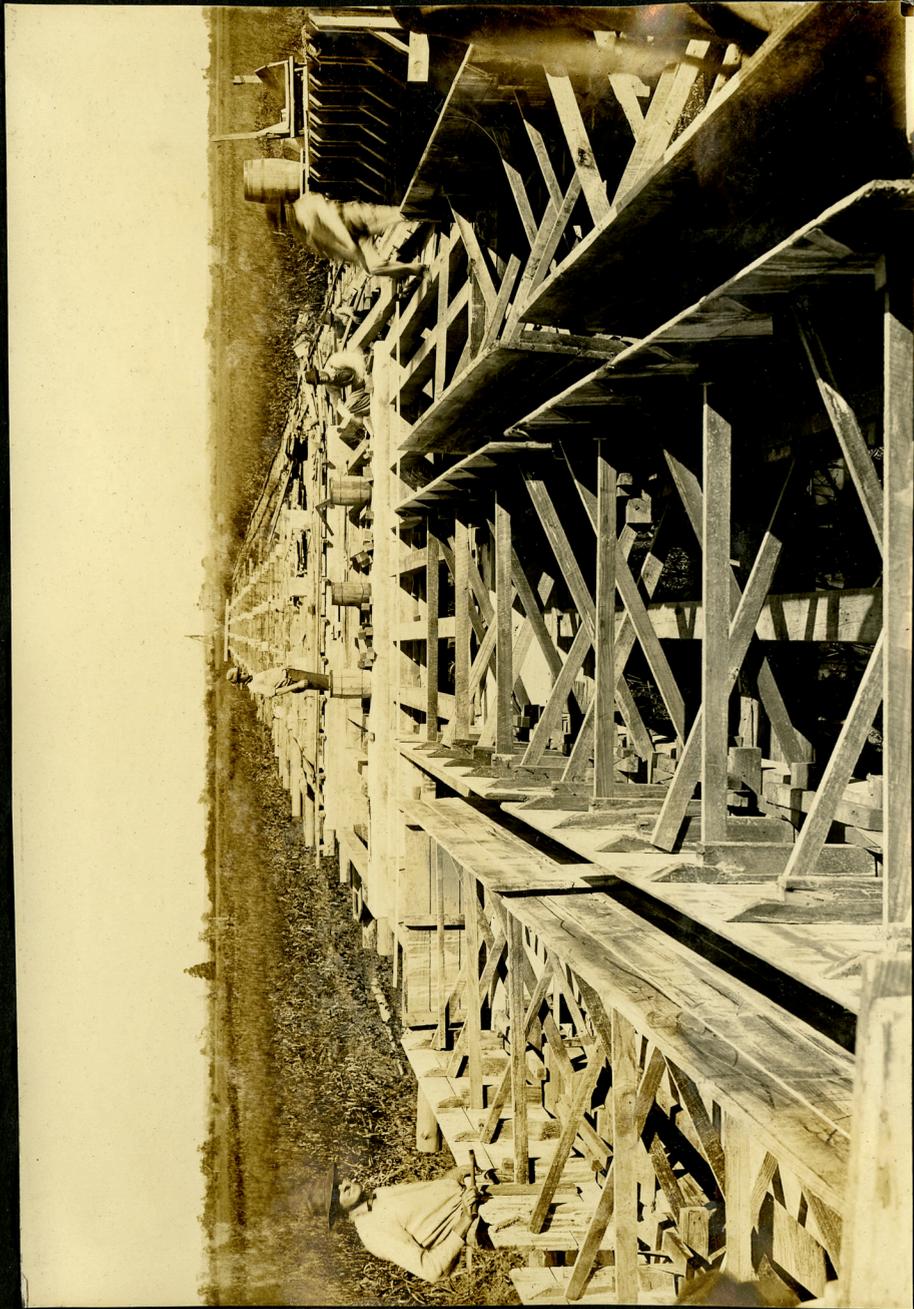


D

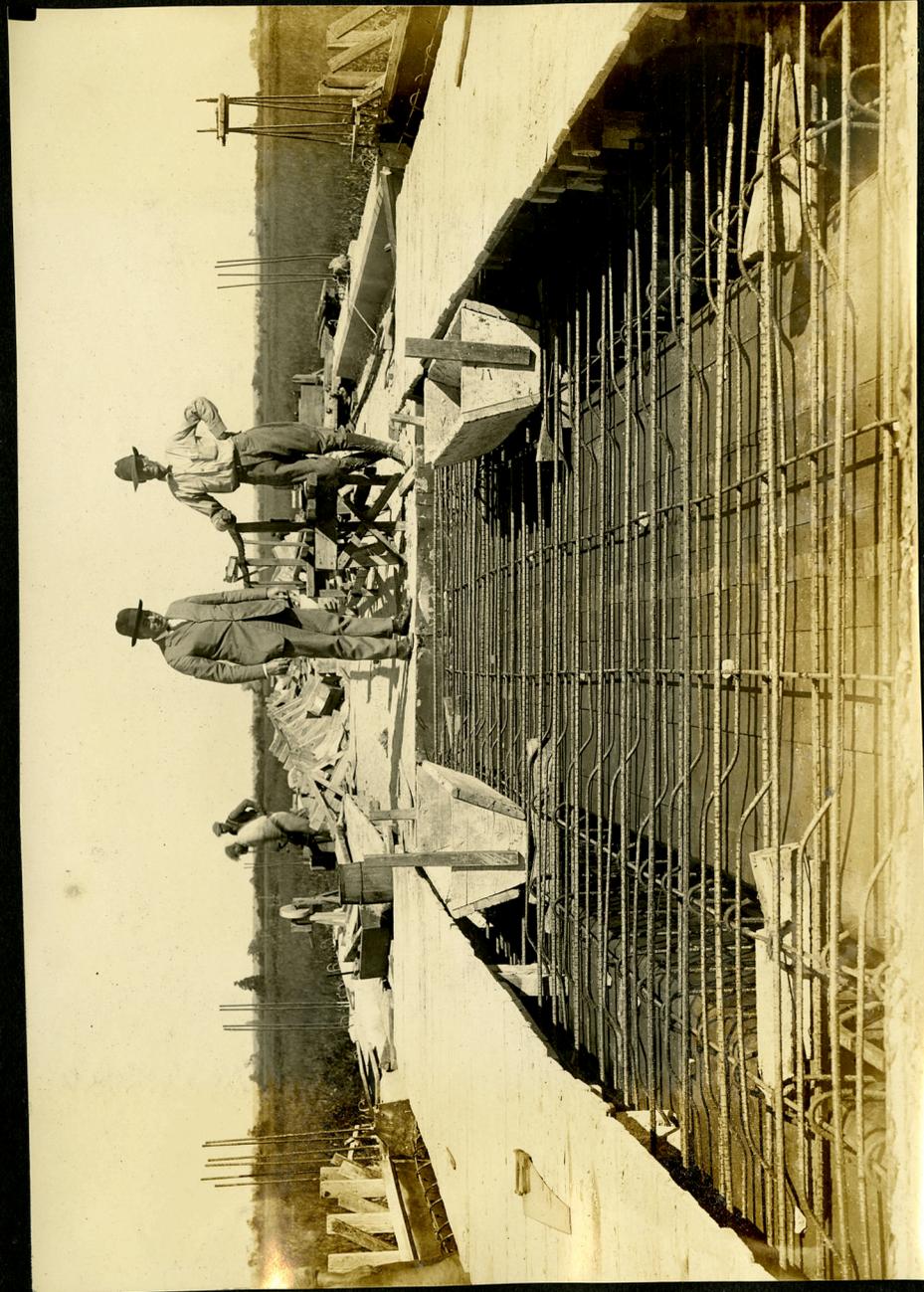


Oct 10 - 1923





6910-1923





Nov 15 1923

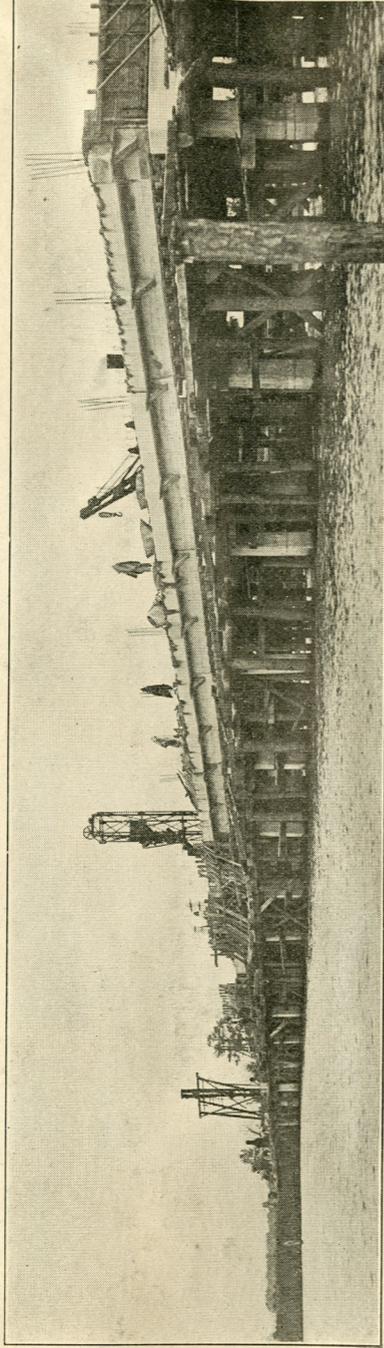


OCT 10TH 1923

BRIDGING THE SAVANNAH

Structure More Than Four Miles Long Consists of Five Concrete Trestles with Steel Draw Span Over Main Channel

By OLAF OTTO



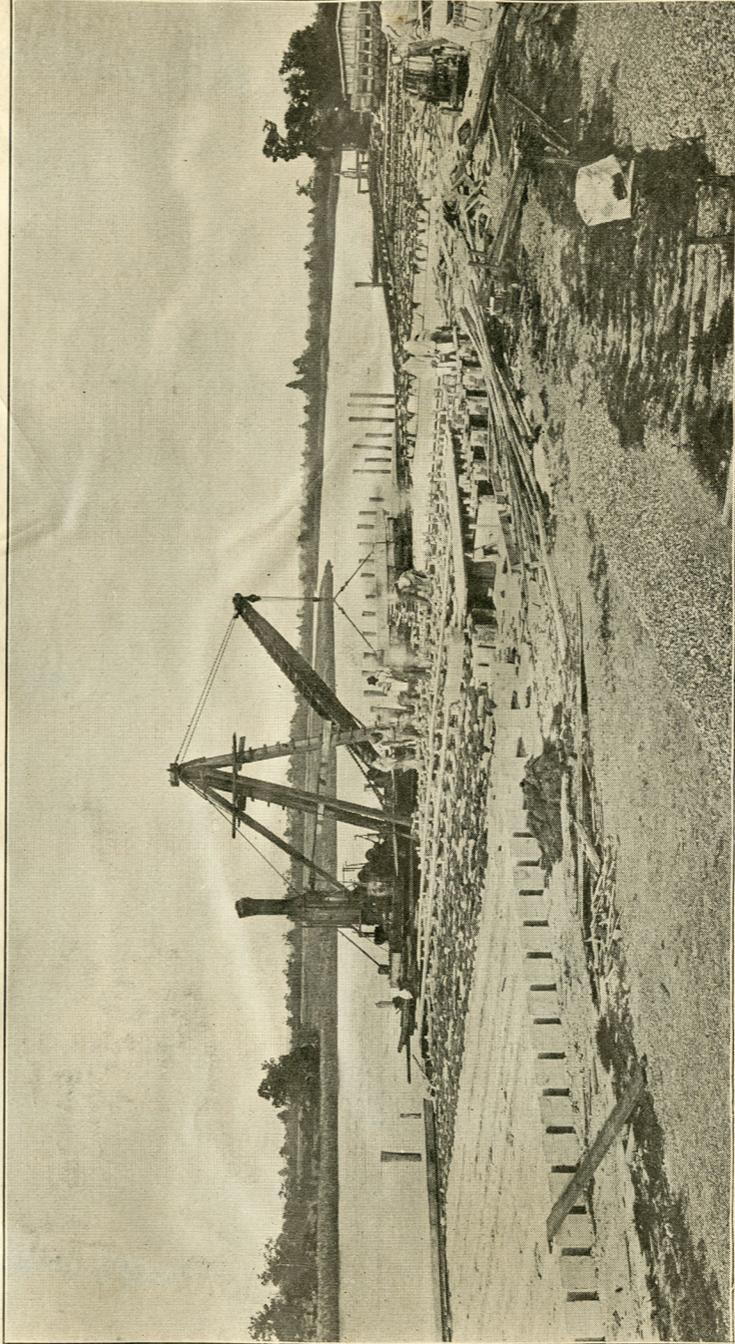
A BRIDGE which will open up traffic between Savannah, Ga., and the southern portion of South Carolina as well as furnish a through route close to the coast, is now being built to cross the Savannah River about 8 miles north of the city of Savannah.

Because of the low land on each side of the river, it proved necessary to plan a bridge 4.6 miles in length, consisting of five concrete approach trestles having a total length of 5670 ft. These trestles which alternate with earth embankments cross the Main Savannah, the Middle Savannah and the Back or Little Savannah rivers. A steel span will be built over the main channel as the Savannah River is navigable at

this point. This span will be 240 ft. long. The bridge is to have an 18-ft. roadway and its finished grade will be 9 ft. above high water.

The photographs which accompany this article show numerous details of the building of this bridge. The plans provide for two types of concrete structures, one type having 25-ft. reinforced concrete beam spans on reinforced concrete pile bents, and the other or pedestal type having 35-ft. reinforced concrete beam spans built on bents cast in place and set upon reinforced concrete piling.

All of the reinforced concrete piles are cast at a yard about one-half mile from the bridge and are made



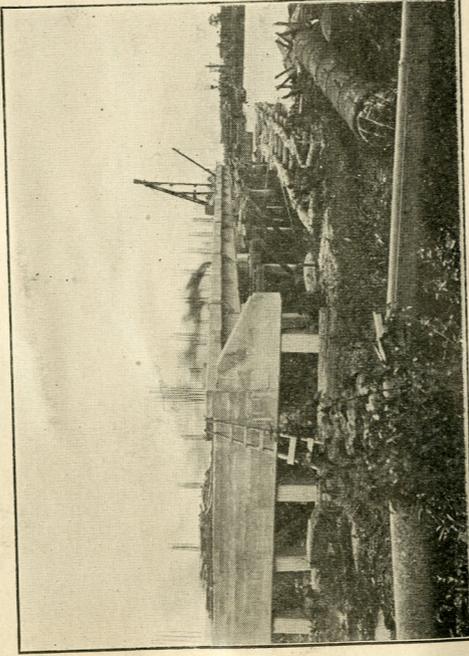
CASTING PLATFORM AT YARD HALF A MILE FROM SITE OF BRIDGE. THE CONCRETE PILING IS CAST HERE

July, 1923

Successful Methods

5

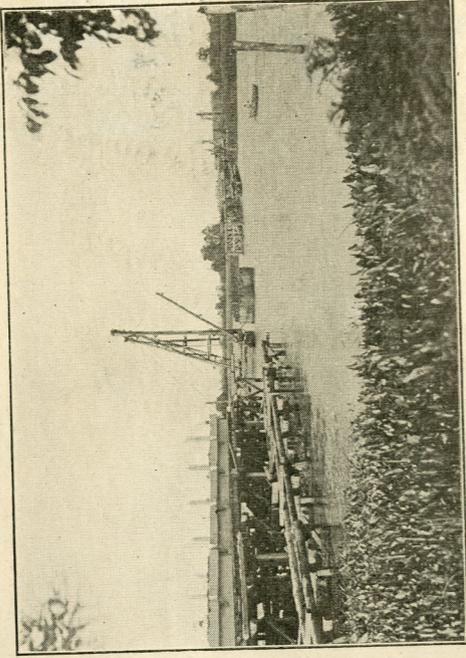
in sizes 14, 16 and 19 in. square and from 25 to 50 ft. in length, the various lengths required being determined by driving test piling. The greater number of the piles being used at the present time are 35 ft. in length. These piles are cast upon a large platform and the two sides are stripped 24 hours after being poured. Then they are covered with straw and sprinkled with water for at least 30 days before they are placed on wooden scows and taken to the bridge



THIS PHOTOGRAPH SHOWS THE SUBSTANTIAL TYPE OF CONSTRUCTION

to be driven in the proper location with a steam pile hammer assisted by two powerful water jets.

On the 25-ft. span 4 precast piles to the bent are driven vertically except in the end or abutment bents, where 6 precast piles are used. On the pedestal type spans 8 precast piles are driven in a longitudinal batter.

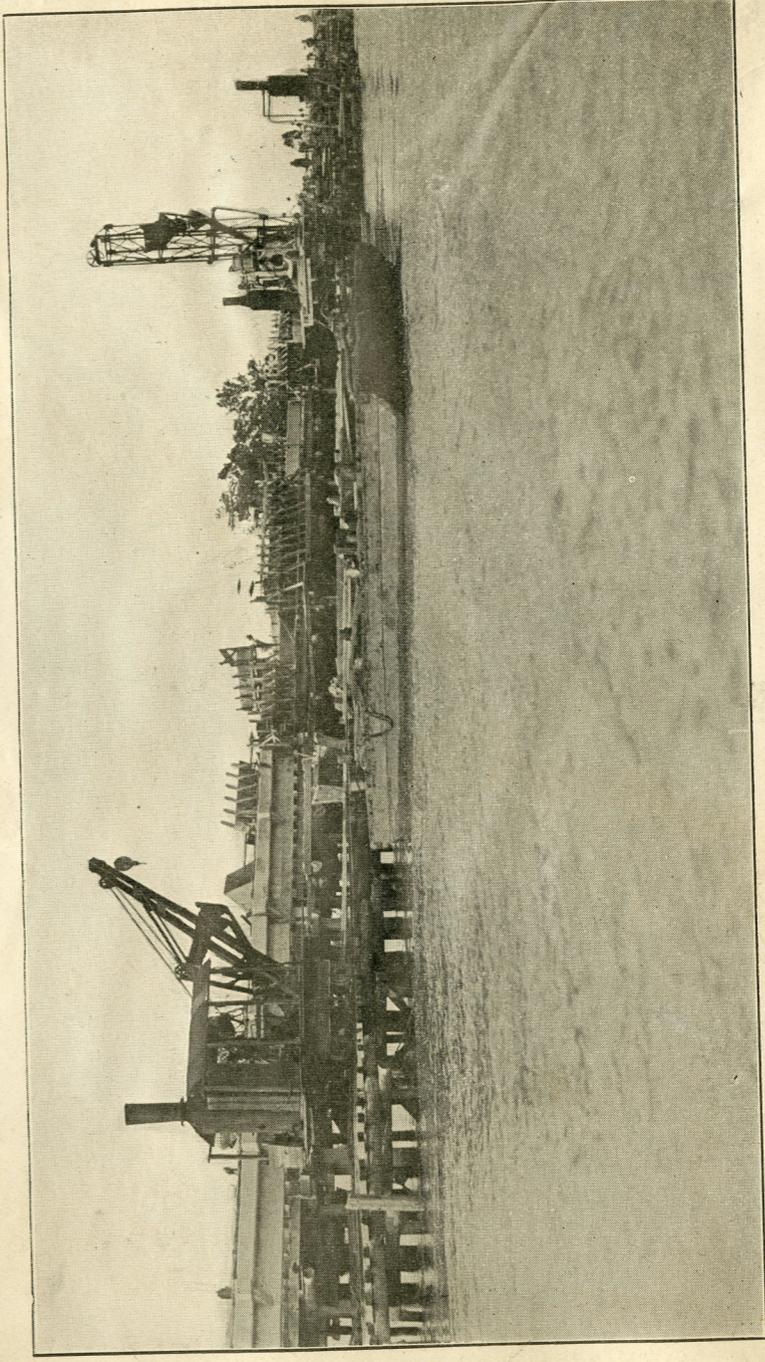


PREPARING THE WAY FOR THE STEEL CENTER SPAN

The total cost of the project will be in the neighborhood of \$600,000 and will be paid by Chatham County, Ga., by an allotment of Federal Aid funds and in other ways.

The Georgia State Highway Department represented by B. P. McWhorter, made the survey for the bridge which was designed by Searcy B. Slack, Bridge Engineer of the Department. The first work done was by A. J. Twiggs & Son of Augusta, Ga., who handled contract No. 1, which required the placing of 244,000 cu. yd. of earth embankment fill. Contract No. 2 was awarded to the writer. This included the construction of 5 reinforced concrete bridges and 3 reinforced concrete channel piers, which are to support the steel swing span.

Work was begun late in 1922 and it is expected that the bridge will be finished and ready for use by the public about June, 1924.



AT WORK ON ONE OF THE CONCRETE BRIDGES





SAVANNAH MORNING NEWS: SATURDAY, DECEMBER 8, 1923

CAROLINA PARTY INSPECTS BRIDGE

Work Will Be Completed
By Next October

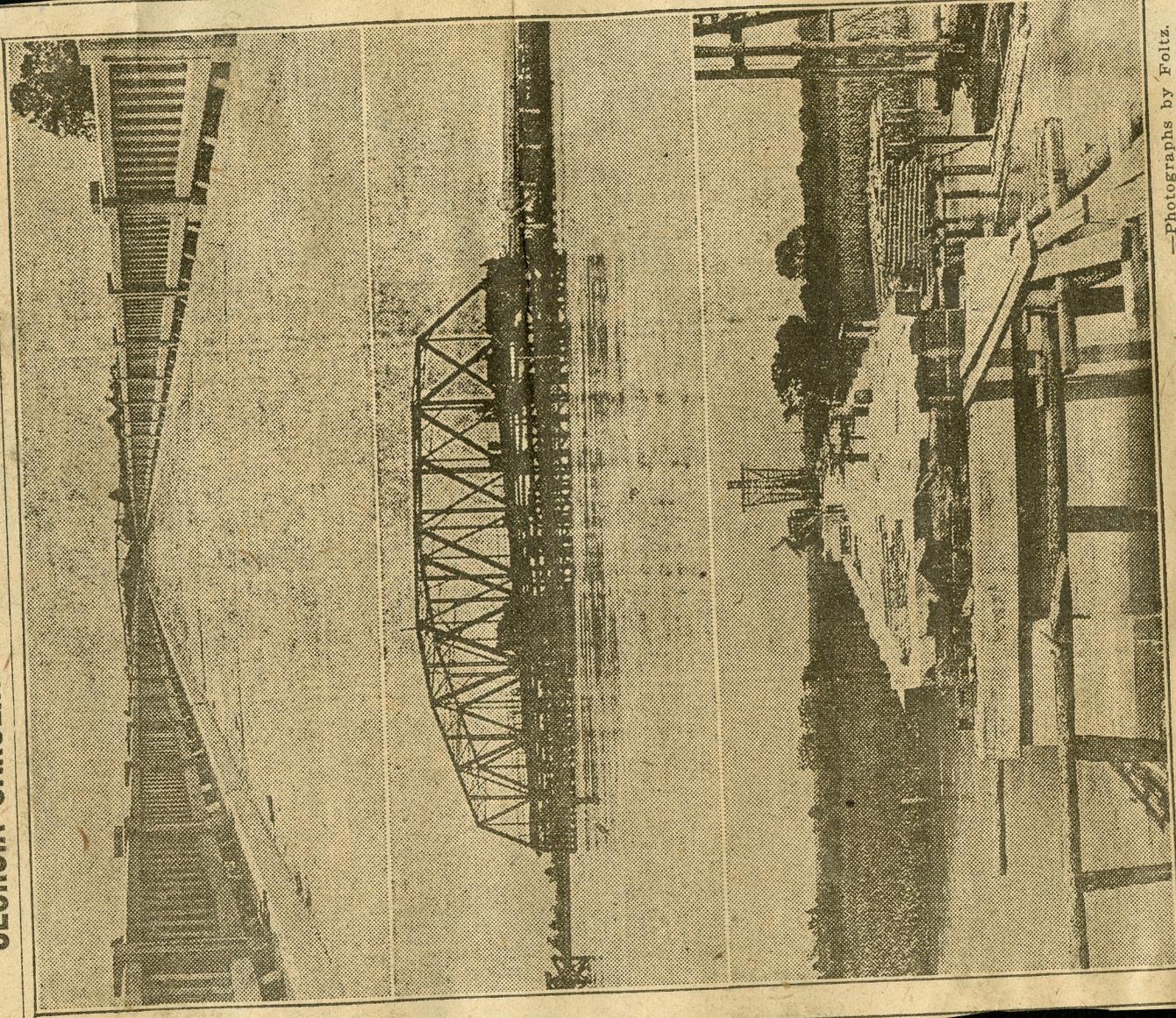
Much satisfaction was expressed yesterday by the delegation from South Carolina that came to Savannah to make an informal inspection of work on the Savannah river bridge. The party arrived before 11 o'clock and they being met at the station by A. E. Moore, Dr. DeLamar Turner, W. F. Brown and Olaf Otto, who escorted the visitors to the Georgia side of the project at Port Wentworth.

C. E. Perry, chairman of the Savannah river bridge commission; Secretary Thomas of the South Carolina Highway Department; Secretary Wise of the Savannah river bridge commission, and Representative Hanna, a member of the South Carolina Legislature, accompanied the party. They came over to get first-hand information as to the progress of the work and get a general idea where the work will be completed here.

While the work on the bridge continues at a steady clip, the roadway in South Carolina, which will be the connecting link between the bridge and the main highway in that state, will be ready for use when the Savannah river bridge is completed, according to Mr. Perry. It was stated yesterday by Mr. Otto that the bridge will be finished about Oct. 1, 1924, and Mr. Perry expressed the belief that the construction work in Jasper county, leading to the bridge, will be completed at the same time.

After the trip up the river, the party returned to the city and had luncheon at the Forsyth Tea Room as guests of Mr. Otto. The visitors returned on the 5:30 train.

GEORGIA-CAROLINA BRIDGE AND STEEL SWING SPAN



—Photographs by Foltz.

1. Main River Bridge, looking south, taken from Onslow Island. This section of the bridge is finished. The Steel Swing Span, already in position. It will be completed by Aug. 1.

2. Back River Bridge, looking north to South Carolina. It is finished except for one concrete slab and the concrete railings.

3. Olaf Otto is the contractor in charge of the bridge construction. The steel swing has been built by the Virginia Bridge and Iron Works of Roanoke.

BRIDGE TO CONNECT GEORGIA-CAROLINA

Traverses Old Rice Fields in
Savannah River

TO FINISH WORK JAN 1

Project Represents Invest-
ment of \$700,000

When the steel swing span of the Georgia-Carolina bridge is finished, as it will be by Aug. 1, the end of this great project, which means so much to Savannah and to its adjacent territory, will be in sight.

B. P. McWhorter, state highway engineer of this district, expects this bridge to be ready for delivery by Jan. 1. It will probably be open to public traffic at that time and mark the beginning of the new year with prosperity for Savannah.

The bridge will represent an investment of approximately \$700,000. It will be an important connecting link in the Dixie Highway and will bring Georgia and South Carolina into closer touch than they have ever enjoyed, an end which has long been desired by both states and which will bring profit to both.

The bridge crosses the Savannah river at Port Wentworth and connects with Chatham county's beautiful highway by a mile and a half of gravel roadway through Port Wentworth. This new road has been completed. On the Carolina side the roads are being graded and surfaced and they are expected to be in good condition by the time the bridge opens.

Olaf Otto, contractor in charge of the bridge construction, expects to finish his work completely by Oct. 1. The bridges will have a concrete surface and concrete railings. They will have a top dressing of two inches of asphalt, but this will not be laid until Mr. Otto has finished his contract. He will do this on schedule time, his work being now about 80 per cent complete.

The Main River Bridge is finished. The Middle River Bridge will be finished this week. The Back River Bridge is finished except for one concrete slab and the concrete railings. Work is just beginning on the two small bridges on the South Carolina side, which will take about two months to complete.

The fill approaches to the five bridges are about 97 per cent complete, including both the Georgia and the Carolina side, and should be completed by Aug. 15. This contract was originally let to A. J. Twiggs & Sons and when they gave it up was sublet to Burney & East of Savannah.

The length of the bridge from high grade on the Georgia side to high grade on the Carolina side will be 4.83 miles. It traverses the old rice field lands in the Savannah river. The total length of the bridges is 5,694 feet, or 1.07 miles. The total length of the fills is 18,681 feet or 3.54 miles. The steel swing span is 240 feet.

On the Little Back River there is a fixed concrete girder with a hori-

Continued on Page Thirteen.

BRIDGE TO CONNECT GEORGIA-CAROLINA

Continued from Page Fourteen.

zontal clearance of 50 feet and a vertical clearance of about six feet at high water. This girder will allow the passage of lighters and small craft underneath the bridge. The several projects of the State Highway Department on the bridge are as follows:

Contract 1, let to A. J. Twiggs & Sons, includes the building of all the fill approaches on both South Carolina and Georgia side. It is 97 per cent complete and will be completed by Aug. 10 to 15. The contract for dredging for the dirt fills was sublet to the Globe Dredging Company. The approximate cost of the project is \$15,900. Some of the dirt is pumped up from the river bed, and some is hauled by locomotives and dump cars.

Contract 2, Olaf Otto, contractor, consists of the construction of all concrete bridges and piers supporting the steel span. It is approximately 80 per cent completed and will be finished on schedule time. The cost is \$314,000.

Contract 3, steel swing span, Virginia Bridge and Iron Works of Roanoke. It will be completed by Aug. 1. The cost is \$28,000.

Contract 4, Section A, includes two-inch asphalt surfacing on the concrete bridges. The contractors are Pritchard - Raines - Hazelhurst Construction Company of Savannah. The cost is \$17,275. It will commence as soon as the bridges are finished.

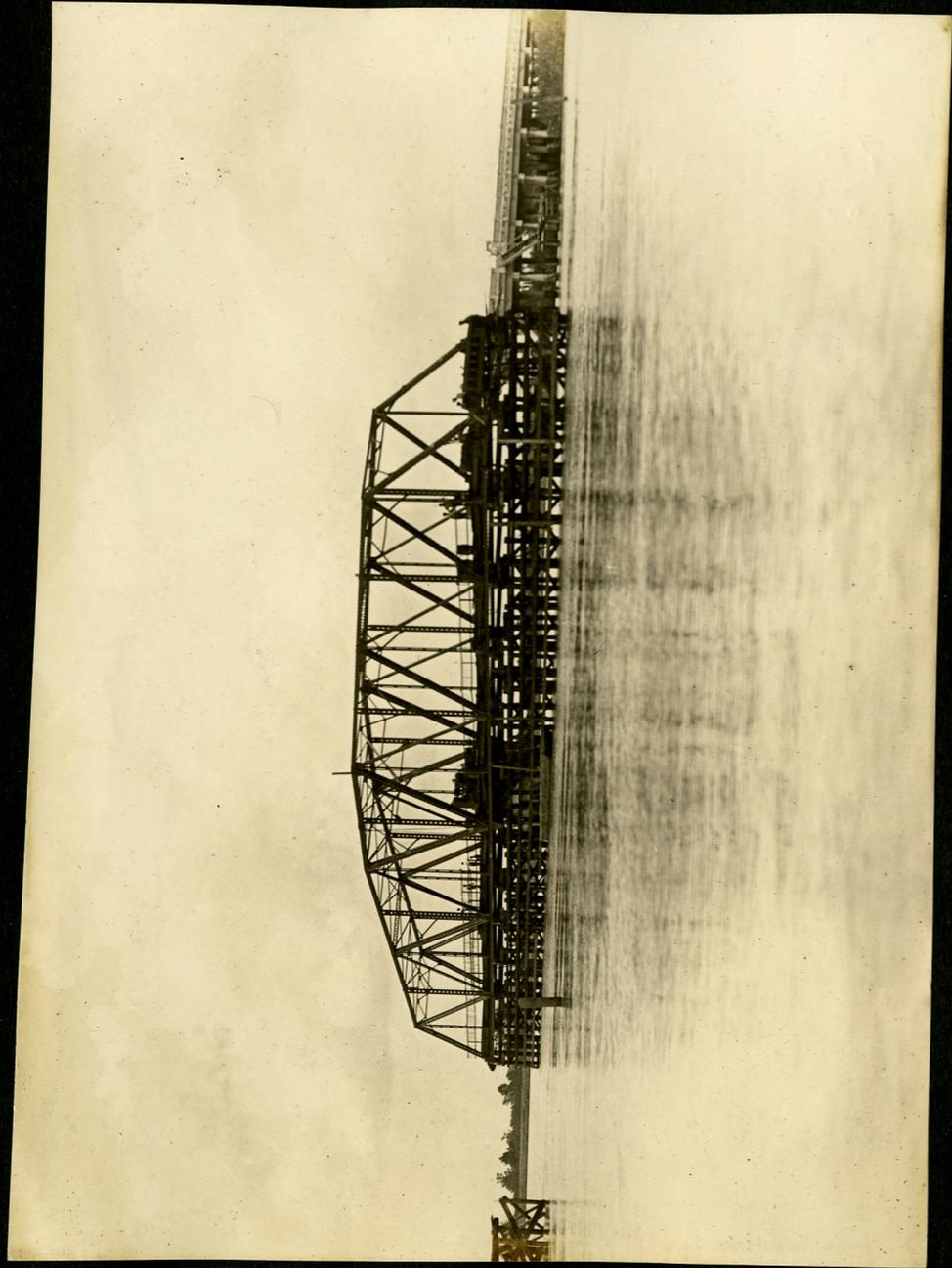
Contract 4, Section 8, includes gravel surfacing on top of fill approaches. The contractor is Julian A. Tison's Sons of Savannah. The cost is \$49,770. It will be started as soon as the steel swing span is completed. The gravel will be hauled across Bridge No. 1 to the fills.

Contract 4, Section C, let to the Globe Dredging Company, calls for the placing of six inches of muck soil on the slopes, and shoulders of the dredge fills. This contract was necessary in order that the sand fills could be protected from wash after rains. It will be sodded. The cost is \$10,053. The work will be completed in sixty days.

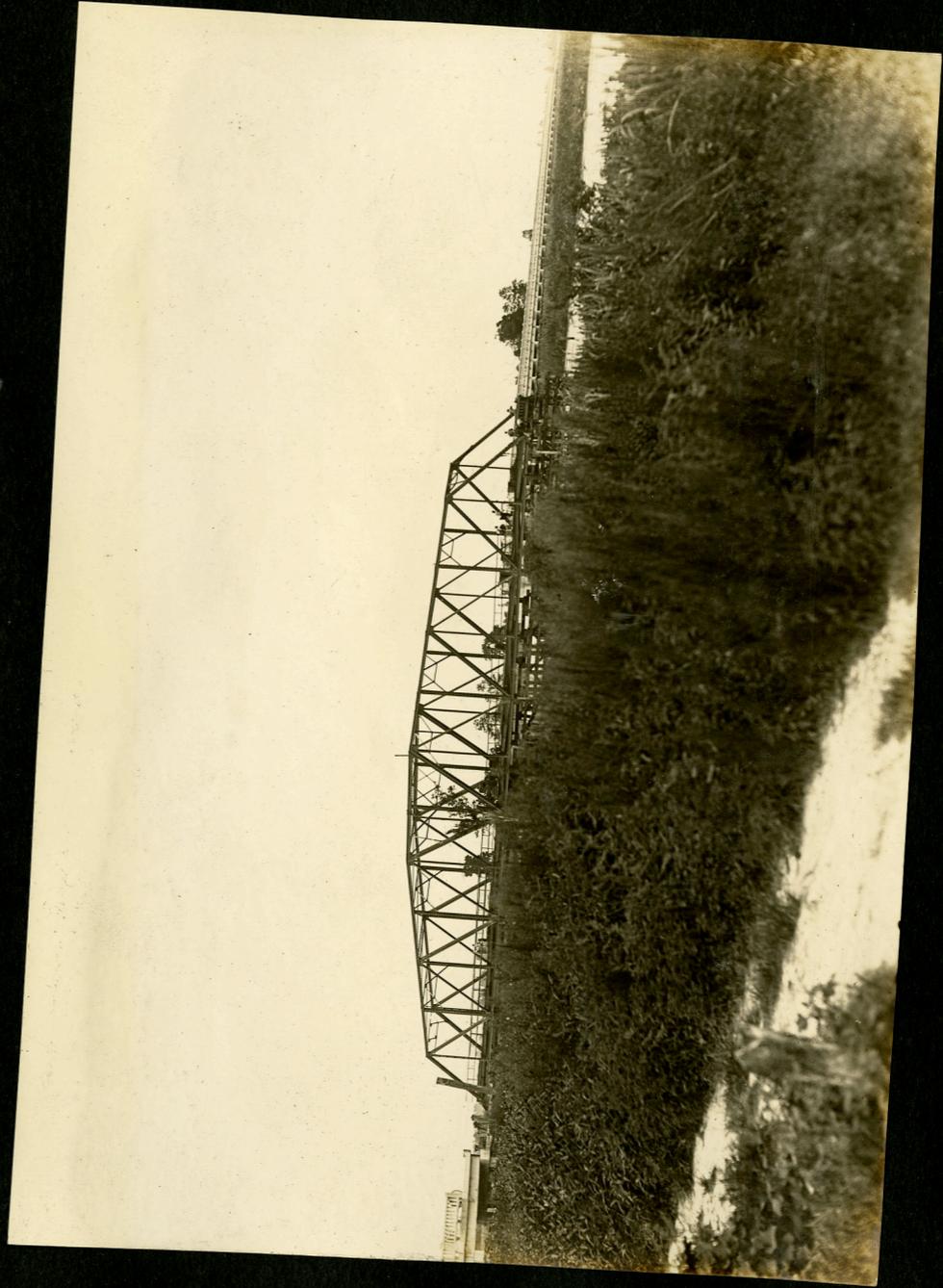
Project 318, one and one-half miles gravel road in Chatham county leading to the bridge has been completed. The contractors were the Globe Dredging Company and Julian A. Tison's Sons. The cost was \$40,000.

BRITISH SCHOONER

DESTROYED BY FIRE



JUL 16TH 1924





JUL 16TH 1924



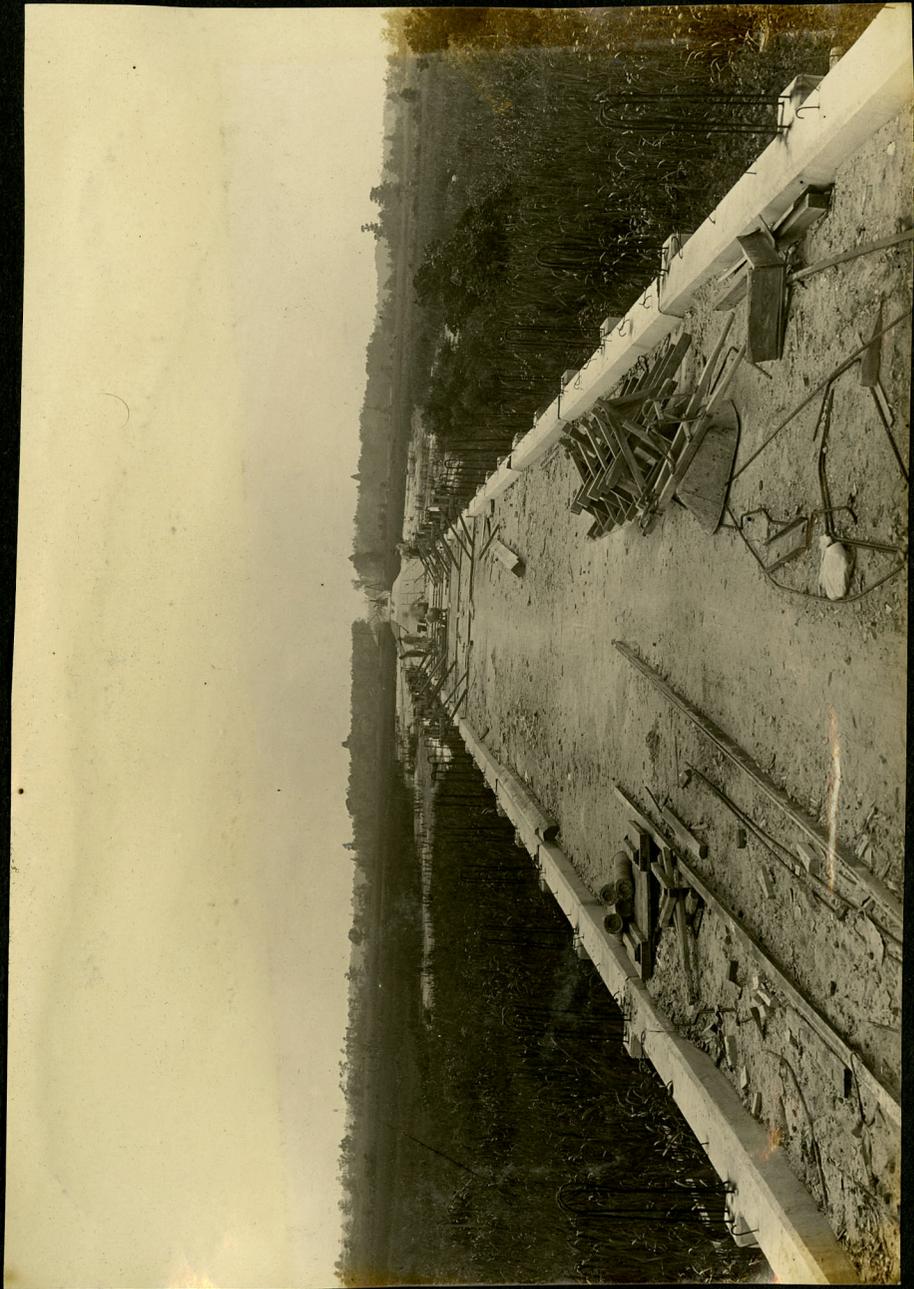




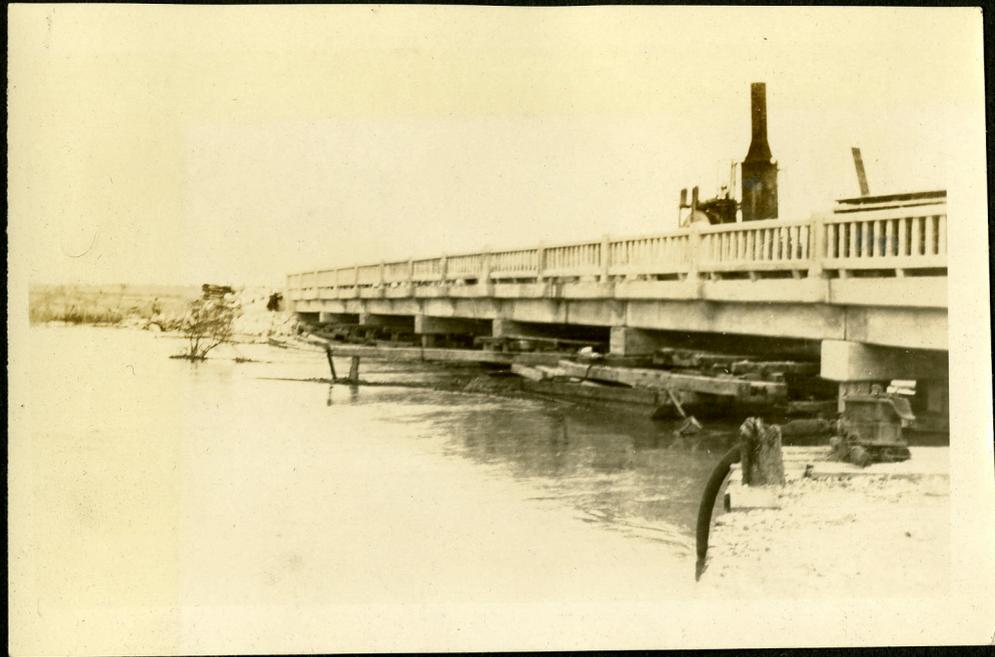


















OCT 4 - 1929



OCT 4 - 1929



OCT 4 - 1929



OCT 4 - 1929



OCT 4 - 1929



OCT 4 - 1929

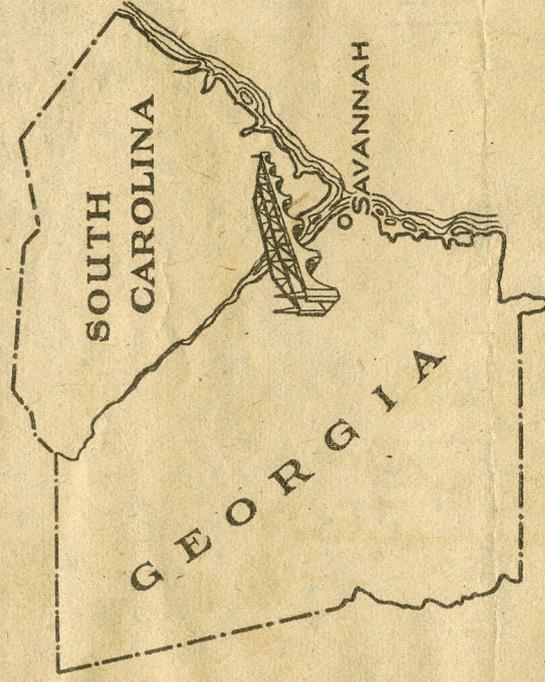


OCT 4 - 1929



The Fulfillment of a Century-Old Ambition

This is No. 47 in a series of little sketches compiled from various sources for the purpose of keeping alive in our memories the history and traditions of Savannah and published by



R. C. BROOKS, Manager

Savannah Electric and Power Company

ONE HUNDRED years ago today, Savannahians were talking about the feasibility of building a bridge across the Savannah river. Eighty-five years ago, in 1839, a movement was launched to build such a bridge and, although it was not successfully carried through, possibly because it was too great an undertaking for that day, the details as they appear in old records are most interesting—especially so since we are now about to realize the dream our forefathers had.

On May 23, 1839, Mayor R. M. Charlton called a meeting for May 28 of Savannah citizens, the purpose being to receive the report of a committee which had been appointed to examine into and report on the practicability and the cost of constructing a bridge "to bring Savannah into direct communication with South Carolina."

The Georgian, a local newspaper, in its issue of May 28, said: "We hope it is not necessary to dwell on the importance of a measure of this nature. It would promote that social intercourse which is so desirable among sister states. It would improve our market and it would do many other things of a public benefit." On the next day after this meeting, the Georgian further said: "The greatest meeting ever held in this city at this season of the year, for the purpose of advancing the prosperity of our city and state. We have been convinced with Mr. McAllister that 'now is the time to strike the blow; now will Savannah, like the strong man whose arms were bound, arise in her might and burst her bonds asunder.' And we have been convinced with him, and every day shows the fact more clearly that *Georgia is the Gate through which the great trade of the mighty Atlantic*

commencing at some point on the old C. & S. stage road, should be continued to Savannah Back river, opposite the city of Savannah, the citizens of Georgia would construct a bridge across the Savannah river to unite with said road, or establish any other or what kind of communication between the said road and the city of Savannah, the following resolutions were adopted: 'Resolved by the citizens of Savannah in public meeting assembled, that they duly appreciate the mutual benefits which will result from establishing the communication, proposed by the citizens of South Carolina and will cordially unite with them in the accomplishment of that object by the construction of a bridge or bridges to connect the road proposed to be constructed, by the citizens of South Carolina to Savannah Back river with the city of Savannah. Resolved, that the committee appointed at a former meeting of the citizens of Savannah employ an engineer to make such surveys and estimates as they may deem necessary in the execution of the duty confided to them and that the corporation of the city be requested to provide for payment of the same, a sum not exceeding \$500 . . .'

Later records, however, do not show that this money was used and it would seem that the project finally died, doubtless through inability to finance so great a work, although citizens of both sides of the river were enthusiastic. The need of a Savannah river bridge remained, however, and several generations have talked of it and dreamed of the day when the people of the two great states might be brought close together through such a medium of contact. In fact, the thought in its crystal stage might well be read into the lines of a poet, who, in Oglethorpe's day, contributed the following verse to the London Magazine:

Ocean. Could our fellow citizens of the interior but witness the enthusiasm, the determination that exists in Savannah to forward the true interests of Georgia they would shake off that apathy which seems to have made them rather indifferent to the fate of the great seaport of their state."

In a history of the city government written years ago by Thomas Gamble, he alludes to this public meeting: "The speakers were Judges Berrien and Nicoll, R. R. Cuyler and M. H. McAllister. It having been represented to the meeting that a commission had been constituted under authority of a resolution of the state of South Carolina, with instructions to inquire and report to the Legislature of that state, at its next session, whether in the event of the construction by the citizens of South Carolina of a road, which

*"To Carolina, be a Georgia joined,
Then shall both colonies sure progress make.
Endeared to either for the other's sake;
Georgia shall Carolina's favor move,
And Carolina bloom by Georgia's love."*

It will not be a very distant date when the great span of steel and masonry will have been completed. Motor transportation has made cross-country travel easy and through the completion of the Savannah river bridge an artery of commerce and social relationship will be established between the sister states, the gigantic proportions of which it is hard at present to realize.

A century ago the bridge was considered a necessity—our forbears perhaps did all they could; it has been our lot to carry on.

THE SAVANNAH PRESS

DECEMBER 5, 1924.

THOSE WHO SEE SOUTH CAROLINA BRIDGE DELIGHTED

WORK NEARING COMPLETION AND BRIDGES FINISHED NEXT MONTH

PROPOSED TO CALL IT MAGNOLIA ROUTE

Representatives of the county commissioners, members of the coastal highway commission of Chatham county and others interested this morning made an inspection of the South Carolina bridge and its approaches. It was an ideal day for the trip and all who went not only enjoyed the experience, but found out a lot of things about the big enterprise that was new to them.

Commissioners Go.

The party was headed by Judge Oliver T. Bacon, chairman of the county commissioners, who went out with Judge Arthur Solomon and T. Newell West. Others in the party included County Engineer Brown, Judge A. B. Moore, George T. Cann, the county attorney; B. F. McWhorter, the district engineer, representing the state highway department, and Harvey Grange, F. C. Batten, Carl Mendel and Porter Pierpont, of the coastal highway commission, and Olaf Otto, the bridge builder.

Nearly Ready.

The Savannah river bridge was found to be practically complete. It could be used now with no degree of discomfort and with perfect safety. It is the first bridge that is crossed on a trip from Savannah. It is 1,500 feet in length. That over the Middle river, which is also completed, is about 1,800 feet long, and that over the North river is 1,500 feet in length. It is estimated that the combined length of the bridges and approaches is one mile.

Otto Soon Ready.
Mr. Otto, the contractor, says he will have all of his work completed by January 14. There is one bridge on the South Carolina end that has not yet been finished. Work has been delayed because of the failure to complete portions of the filled-in highway, but now that this work is getting along so well the work on the last bridge can be pushed.

There should be no difficulty in opening the entire route by March 1, provided the South Carolina work is as near completed as that undertaken by the state of Georgia, the county of Chatham and the federal government.

Fine Country.

The new highway pierces a splendid portion of Chatham county and South Carolina. The route lies through the Port Wentworth section, across the Savannah river, then across the other streams, the Middle and North rivers, into South Carolina. Here the thoroughfare runs through the Mills & Taylor rice field lands, now owned by Mrs. Lamar Taylor, and also into the lands of the Hazel Heyward estate.

No High Water.

There is no danger from freshets or high water because of the great height of the banks upon which the road is built. There is a broad base which will be planted in grass to prevent the inroads of the tides and waters in times of freshets. The concrete construction of the bridges is unique. They are so built that a deep buttress at the base prevents automobiles from knocking against the concrete railings. This is a feature that other bridges do not have. It is impossible for an automobile to strike one of the concrete uprights because of the thickness of this protecting base.

Both Mr. Otto and Mr. McWhorter pointed out the important features of the work to the visitors. Mr. Batten and Judge Cann, Mr. Granger and Mr. Mendel went farther on the tour than the others. They inspected the unfinished bridge, which is about a half mile from where the top dressing of gravel extends.

Be Asphalt Topped.

Gravel is being laid very rapidly. It will make a fine surface for the road for a few years, when it is proposed to give it a topping of asphalt. This will make it a comparatively everlasting roadbed.

J. A. Tyson & Sons, the contractors who took over the Twigg contract upon the failure of the Augusta man to carry out his obligations, have done great work in the short time they have been on the job. If there had been no let-up in the work because of the Twigg failure, the road would be ready to open now.

Magnolia Route.

Mr. Tyson proposes that the route over this highway should be known as the Magnolia route. He wants the county and the states of South Carolina and Georgia to combine and line the highway with magnolia trees. This would give it a distinction that would make it known all over the country, he says. Judge Bacon and others agreed with him that it would be a good thing if the trees could be secured in sufficient number. Mr. Tyson said there would be no trouble about this. He knows where there are hundreds of them, he said. He has already planted a number of holly trees along the right-of-way on the South Carolina end of the thoroughfare.

A Quick Trip.

The city was left about 10:15 o'clock this morning and the party had returned a little after 12 o'clock, not over two hours being occupied with the inspection. This shows how readily accessible the bridge is to Savannah. When the highway is completed automobile trips to Beaufort, Bluffton and even as far as Charleston will be as commonplace as such trips now are to Statesboro or Waynesboro.

And as for the tourists, the Magnolia route—should it get that name—will open a great highway that will bring them in this direction in great numbers.

SATURDAY AND MONDAY SPECIAL.

\$4.00 doll carriages \$2.75, \$3.50 rocking horses \$2.25, \$1.00 wheelbarrows 65c. Becker Hardware Co., 221-23 West Congress street.—Advertisement.

