

# PIERS FOR NEW TRAFFIC BRIDGE BEGIN TO RISE ABOVE LEVEL OF WATER—TO LAUNCH CAISSON 2

Work On Pier No. 1, Kentucky Shore To Begin  
Next Week By Vang Construction  
Company

## State Revenue Is \$43,078,196 Says Report

Washington, Aug. 11 — The payments for operation and maintenance of the general departments of Indiana in 1927 amounted to \$26,194,760 or \$8.33 per capita, according to statistics made public by the United States Department of Commerce. The survey of Indiana was made for the fiscal year, ending Sept. 30, 1927, and the per capita figures are based on an estimated population of 3,144,000.

The statistics show that in 1926 the comparative per capita amount for operation and maintenance of general department was \$7.94 and in 1927, \$4.28.

The interest on the debt in 1927 amounted to \$77,806 and outlays for permanent improvements were \$13,846,016. Of the governmental costs \$17,287,205 was for highways, \$6,839,494 being for maintenance and \$10,447,711 for construction.

The total revenue receipts were \$16,805,830 more than the total payments of the year, exclusive of the payments for permanent improvements and \$2,958,814 more than the total payments, including those for permanent improvements. The excess of revenue receipts is reflected in reduction of the debt, and in the purchase of investments and increased cash balances not shown in the survey. Of the total revenue receipts \$187,270 represents receipts from a state department or enterprise on ac

The splash of the Ohio water with the first touch of the steel frame for Caisson No. 2 to be launched from the Indiana shore on Monday, will mark the placement of the last caisson for a water pier by the Vang Construction Company, of Pittsburgh, builder of the piers for the new traffic bridge that is to rise above the river from Jeffersonville to Louisville.

Caisson chambers for Piers 7, 6, 5, 4, have been completed on the river floor and sealed with concrete, ready for the rising of the granite masonry piers above the water to the support of the super-structure of the bridge. The Caisson chamber for Pier No. 3, was launched on August 5 at 1:45 p. m. Work on Caisson No. 1, to become the first pier on the Kentucky shore will probably begin next week, according to information from officials of the Vang Company.

### Piers Begin To Rise

Tales of the work beneath the surface of the water have for a number of weeks proven fascinating to residents of this community who are vitally interested in the construction of this new bridge, but hopes are soaring at the heights now as the first evidence of a pier begins to lunge from the water's depths. Three courses of granite have already been placed on Pier No. 7, which has brought the construction above the level of the Ohio water. The upstream nose of the pier consists of dressed granite and the sides and downstream nose are to be rock faced.

Months ago, in the offices of Ralph Modjeski and Frank Masters, Engineers of Harrisburg, Pa., the plans and dimensions for every stone that goes into the eight bridge piers were designed by expert engineers. The huge cars, loaded with stone, arriving in Jeffersonville daily, contain the large pieces of rock di-