## STATE REPUBLICAN

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J. C. FISHER, Editor.

ADVERTISING RATES.

Somehow South Carolina always did have trouble in keeping her laws on a parity with the Federal courts.

The bridge celebration on Wednesday last was enough to make Quigley wriggle.

Commerce abroad is a beautiful thing to dream about, but an increase in commerce at home is the first duty of a statesman.

Ambassador Bayard's time is so fully taken up with praise of the English that he never has time to put in a good word for America.

A Chicago church is to have the heaviest chime of bells ever cast in America. They were cast in Bal timore the other day.

Mr. Cleveland ought to be made to give \$500 to any helpless buby handicapped for life's race with his

Don Dickinson's views on our proper foreign policy are not on a parity with those hold by Secretary Gresham and Mr. Cleveland,

The smaller the state the more election of its senators, it seems Some people will regard it as merely a demonstration of cause and effect

Hoke Smith invested that \$40 000 railroad fee in a fast press for his Atlanta paper, which the admin istration depends upon to keep Georgia out of the silver column.

If the administration intends to issue more bonds it would better do it before Congress meets. The Republican majority will tolerate no such business afterwards.

Grover Cleveland to W. J. Stone, greeting : I sympathize with you. my boy. I know how you feel. I made several attempts to make Congress pass bills.

Ex-Secretary Fairchild seems to imagine that he occupies a command rate figure head he really is.

of Miss., declared that "Grover Cleveland is the greatest man in America" he overlooked thousands who outweigh Mr. Cleveland, whose weight is his only claim to greatness.

According to the cable news Ja treaty of peace with China. With Russia, France and Germany threat ening her she had to be satisfied, or to appear to be.

If the Tennessee Democrats can afford to endorse the theft of the governorship the Republicans can stand it. It ought to result in put ting the state into the Republican column to stay.

The World's fair medal-winners have been informed by the Treasury department that they may get their medals about next August. That's about as near up to date as the administration is on anything.

early adjournment of the legislature. We regret to see this very much. Jefferson City is a pleasant place and we would like to see the memberf of the assembly remain with us at least until July 1 .

It is a little earlier in the season for U. S. naval vessels to be used as adjuncts to society functions, but the Georgia senson opens early; hence the order of Secretary Herbert that the Cruisers Atlanta and Raleigh spend four days at Savannah, while the flower show was on.

The special session of the legislature has not resulted in building the Democratic party. The governor, of course, had no reason to expect that the lobby was more powerful than the metropolitan press, but it seems that they have got the governor down. He threatens to go before the people and there is no telling enti-railroad seed has been sown,





A Great Celebration Takes Place to Witness the Breoking of Ground.

Governer and May, Bistinger,

THE PROPERTY.

Wednesday last will long be remembered by the inhabitants of Jefferson City. It was a memorable occasion. Some days prior the soliciting committee had made a report that over \$100,000 had been subscribed to the bridge. The board of directors of the Jofferson City Bridge and Transit Company at once called the contractor and engineer of the company and entered into final contract for the construction of the to the people the citizens were determined to celebrate this important ing position in New York polities, event in becoming style. A meet- meyer. while others see him for the third ing of the Commercial Club was a quanted for the purpose of taking Lafe Bacon and W. R. Fester. map shows the site and has the traccharge of the celebration. These their duties. The following pro- and John A. Linhardt, gram, which was carried out, was reported and a lopted. Maj. Lusk Roesen, Waller Bolton, Henry Ruwas elected grand marshal: .

Division No. 1 of the parade will form on High street, between Madison and Monroe, with the right rest. military escort for the parade. pan is satisfied with the amended ing on Monroe, in the following

First-Mounted police.

Third Grand Marshal Lusk and

Fourth-Carriage containing Gov.

L. Bittinger. Fifth-Carriage containing Hon. High. Fred H. Binder, president of the

Jefferson City Bridge and Transit form division No. 4 on Monroe Co., Engineer J. A. L. Waddell, street, north of High, with right A. J. Tullock and Dr. J. P. Porth. Secretary of the Jefferson City Bridge and Transit Co.

Sixth-Carriages containing rep-

Seventh - Carriages containing state officers, judges of the supreme court, senators and representatives, and officers and clerks of the general assembly.

Eighth-Carriages containing citizens generally. DIVISION NO. 2.

Headed by the Jefferson City Drum corps. First-James A. Garfield post, No.

G. A. R. Second-Capital City todge, No. 110. K. of P. Third-Capital lodge, No. 67, A

O. U. W. Fourth-Lodge No. 36, 1, O. O F. Fifth-Jefferson City camp, K. O.

Г. М. Sixth -Jefferson City lodge, No. 42. A. F. and A. M.

Seventh-Prince of Peace comandery, No. 29. Eighth - Modern Woodmen of

America. Ninth-Catholic societies. Tenth--Cole division, No. 131, K



MAYOR EDWIN SILVER

Eleventh-The Capital City Cycling club, the Jefferson City Base brouble it has in connection with the Wark on the Great Bridge Com- Ball club and the defferson City Sangerbund.

> DIVISION NO. 3. First -City and county officers. Second-Teachers and pupils of the public schools.

Third-Teachers and pupils of the Catholic schools. Fourth-Teachers and pupils of the Lutheran schools.

DIVISION NO. 4. Aide Prof. Inman E. Page, who will appoint such assistants as he may desire.

First-Students of Lincoln institute and colored citizens generally. DIVISION NO. 5. First-Officers and employes of

the penitentiary. Second-Members of the Commer-

don, F. W. Roer, Herman Schulte For the Fifth Division -- W. F.

wart and Henry Schmidt. The Sons of Veterans will take

WHERE THE DIVISIONS WILL FORM. Cant.C.W. Thomas, with his aides, April, 1893. division No. 2 on High street, in the Second - Jefferson City Cornet rear of division No. 1, which will large gathering of citizens -about form on High, between Madison and Monroe, with right resting on Mon-

L. D. Gordon, with his aides, will Stone, Mayor Silver, and Maj. John form division No.3 on Monroe street, city made a speech calling attention

> Prof. Page, with his aides, will resting on High.

W. F. Roesen, with his aides, will form division No. 5 on the south side of High street, between Madiesentatives of the metropolitan son and Monroe, with the right resting on Monroe. LINE OF MARCH.

The line of march will be as fol-East on High street to Adams

north on Adams to Main, west on Main to Madison, south on Madison to High, west on High to Washington, north on Washington to Stewart, west on Stewart to Broadway, north on Broadway to Main and west on Main to Bolivar, where ranks will be broken to attend the ceremonies. AT NIGHT.

There will be exhibitions drills and pyrotechnic display, by the Flambeau and Drill clubs. Part of this exhibition took place on the streets and the rest in the capitol grounds in connection with the open air concert given by the Jefferson City Cornet band

It is intimated that President Har rison is inclined to favor free coinage of silver. If this be true, the other candidate might as well get out of the way, if the silver sentiment continues to grow.



J. a. L. Fraddell.

HISTORY OF THE BRIDGE.

The Following Historical Sketch is Taken From the Tribune of This City.

By an examination of an old map Grand Marshal Lusk has appointed of the city of Jefferson, made about the year 1873, by Charles V. Buck. For the First Division-Secretary who was at that time City Engineer, of State Lesueur, A. P. Grimshaw, it will be seen that in these early Hago Monnig and Henry F. Prices days the people of Jeffersen City of scenting stock subscriptions to every prospect of securing a low were discussing the possibility of the free amount of \$2,000 for the purbridge charter very dismal and un-C. W. Thomas, Jun. F. Hemrichs. Missouri river on Bolivar street. The poses indicated, When this stock certain, J. C. Fisher concluded that For the Third Divison-L. D. Gorings of a bridge across the river. At that time such a structure as is now about to be built and under contract would have cost at the very lowest estimate \$800,000. Since that time several efforts have been made to in duce the Chicago&Alton railroad comthe right of the column, acting as a pany to construct a bridge, but without effect. The matter rested in that condition until the teath day of

On the evening of that day at a one hundred- who had met for the Commercial club that had been recently organized, J. C. Fisher, of this south of High, with right resting on to the great advantages that would of an electric road and wagon bridge across the river, stating at the time meeting above referred to, a proposit privilege of building a high ion was submitted by an Eastern

nenced the work of soliciting sub- Wagner and A. P. Grimshaw, scriptions and by the 20th of June any proposition from an outside raised.

purpose of determining the best policy to be pursued under the circumstances. It was decided at that meeting that a company with a capital stock of \$2,000 be organized for the purpose of making soundings struct a low bridge, and the funds of the river and plans of a high for the high bridge could not be sebridge that the people might know cured in view of the fact that the just what the cost of such a income would not justify the expenstructure would be. A committee diture of the amount necessary to of three was appointed to visit every build it, and the cost of maintaining member of the club for the purpose it. With the outlook gloomy, and J. A. L. Waddell, an eminent bridge engineer, who was especially familar with bridge building on the Missouri river, was invited to come before the board and was employed to plans for a high bridge. Mr. Wad-

ings by Mr. Alexander H. Webber of this city, the people of this city have been to secure such, but were granted the

The engineer of the company, company to construct a bridge at this place for a bouns of \$50,000. Mayor Mr. J. A. L. Waddell, having made plans for a high and low bridge, was Grimshaw appointed a soliciting committee consisting of fifteen of the other eastern cities for the purpose This committee impostately com- Moonig, R. Dallmeyer, W. W.

had secured \$48,000. Up to this lock, proprietor of the Missouri Val. These persons were: J. C. Fisher. time no character hall been secured ley Bridge & Iron Works, was found L. D. Gordon, W. F. Roesin, and from congress a attorizing the con- to be the best and most accented up- Dr. J. P. Porth. They commenced structing of a bridge and for that on the condition that final contract their labors about the 22nd, of March reason it was impossible to accept should be awarded and the money be and by the 15th, day of May had se

time After this bonus had been company located the bridge on Madi- committee called their engineer and secured secured, a meeting of the son street a natural site for a high the contractor for a conference and so Commercial club was called for the bridge, but upon a careful investiga- cured a modified proposition to build

the property of the state of the state of the state of



organized and a charter secured and make the last final effort and from the secretary of state. Mr. struggle for a low bridge charter. He left the city on the 10th day of December for Washington, with document, plans of bridge and other tetters, directed to the Hon, Daniel Lamont, secretary of War, and sucmake the soundings of the river and ceeded in securing coasent for a low dell was assisted in making the bor On the nineteenth day of Decem ber, Senator Vest secured the consent of the committee on commerce for the After the soundings were made favorable report of an amendment to and the plans for a high and low the charter authorizing the construct purpose of electing officers of the bridge and a report made to the ion of a low bridge at Jefferson City company as to the cost of such and made his report to the senate and

structure, it was at once decided secured the passage of the amendment that congress be asked for a charter Before Christmas Congressman Bland authorizing the construction of either had put the measure through the accrue to this city by the construction a high or low bridge. This charter house and on the fifth day of Janu was drawn up in February, 1894, arv. 1895, it received the signature and sent to Senator Vest and con of Grover Cleveland, President of the that the cost would probably be \$300. gressman Bland. Owing to the op United States, upon the recommendathat the cost would probably be \$300, position of the Missouri river Com tion of General Casey then Chief plauded and from that time to this mission against the grunting of low by property of this city have been been company failed.

After the approval of this charteness. After the approval of this charter authorizing the construction of a draw bridge across the Missouri river tween centers of end pins. Followat Jefferson City, the weather being ing which will be two clear spans of so cold, it was practically impossible for anything to be accomplished in

the way of soliciting stock subscript ions, but the company was making most prominent citizens to ascertain of searing the very best possible whether this money could be raised. That committee consisted of the following persons: J. C. Fisher, chairman; F. H. Binder, Henry J. Dulle, Phillip Ott, A. Brandenberger, Henry W. Ewing, R. Dallmeyer, described by the purpose of searing the very best possible bid that could be secured for the construction of a high bridge. The four bids as made by these competitors, were presented to the board of directors of the Jefferson City Bridge as if it would be impossible to resurrect the bridge, but notwithstanding ger, Henry W. Ewing, R. Dallineyer,
Hugo Monnig, J. W. Henry, Ben
Veith, L. D. Gordon, W. F. Roesin,
J. Dulle, J. W. Henry, J. C. Fisher,
old soliciting committee concluded. W. W. Wagner, and Dr. J. P. Porth. H. F. Priesan yer, J. P. Porth, Hugo old soliciting committee constitution of that they would shoulder the labor of securing over \$100,000 in each for the purpose of securing this bridge cured over \$104,000. Before the company to build the bridge at that After this charter was secured the committee resumed work, the bridge



about \$200,000. After the modified proposition had been made the same was duly accepted by the company under an agreement that the contract must be finally closed before the first day of June. After the soliciting the ground for the bridge was in committee found that they were prac. every way a grand success. There tically certain of raising the amount were fully five thousand people in the engineer and contractor were line and over eight thousand present called before the bridge company on at the ceremonies. Addresses were Tuesday and Wednesday (May 14 and 15), and all plans and specifications and contract were submitted by the engineer, J. A. L. Waddell and thor. seph, Mo. The ceremonies were oughly examined by the board of di-rectors. Gen. H. Clay Ewing, Mayor
Silver and Mr. J. R. Edwards were
invited to assist the board in making
the -Republican and Democratic final contract and on Wednesday evening at 10:30 p. m. May 15, the Finanteau and Drill Corps contract for a draw bridge on Bolivar Afterwards a concert was given by street was duly entered into by and the band at the capitoigrounds. The between the Jefferson City Bridge & Transit Co. through its Pres. F. H. the entire line of march and the day Binder, attested by J. P. Porth, sec. was as beautiful as a May morning. and  $\Lambda$ . J. Tullock, proprietor of the Tue breaking of the ground was an Missouri Valley Bridge & Iron Works auspicious occasion and the crowd of Leavenworth, Kans. Under the contract, this bridge is to be completed on or before the first day of March, about March 1, 1896. 1806. The following is a description of the bridge:

The bridge is located at the foot of Bolivar street, Jefferson City, Missouri and across the river angles to

From the retaining wall in the street to high waters' edge, the struct ure will be a trestle about I40 feet long across the Missouri Pacific rail way track with a clearance of 21 tion bill on Saturday last, The amount feet above base of rail. This trestle will consist of steel towers and cross girders with a wooden floor and wrought iron hand rail. The first span from the Jefferson City shore, will be a draw span of 440 feet be-350 feet each between centers of end pins; then a pile trestle of about 465 feet long and finally a protective the place and was promptly confirmed earth embankment about 1300 feet by the board. We believe he will long. The clear road way of the make an excellent policeman. bridge is to be 20 feet making the

treatle 22 feet; the clear head way will be something less than 15 feet. The hand rails are to be of wood strong and high and thoroughly braced so as to prevent accidents.

At the bottom of each hand rail there is to be a wheel guard of timber to prevent vehicles from striking the hand rail or superstructure. The floor is to be of long leaf south ern yellow pine.

The bridge is constructed for the carrying of motor and street cars, wagons etc. The present officers of the Jefferson City Bridge and Transit Company are. F. H. Binder, President; H. F. Priesmeyer, Vice President; J. P. Porth, secretary; J. W. Henry, Treasurer, and Miss Edith Rhodes assistant secretary. The authorized capital stock is \$200,000 and the amount subscribed \$104,250

The program for the ceremonies which took place on Bolivar street is as follows.

First-Music. Second-Prayer.

Third-Address by Mayor Edwin

Fourth-Breaking of ground by Fred H. Binder, Pres. of Bridge company.

Fifth-Address by Gov. William J. Stone. Sixth-Address by Maj. John F.

Bittinger.

Seventh-Music. Under the following proclamation all business houses were closed on Wednesday:

PROCLAMATION.
Whereas, the great work of spanning the Missouri river between Jefferson City and the opposite shore with a steel bridge structure will be inaugurated with appropriate ceremontes on Wednesday, May 22, at 2 o'clock p. m. and,

Whereas, the occasion will be one of general rejoicing and for pageants processions, displays and good cheer on the part of our people,

Now, therefore, I, Edwin Silver, mayor of the City of Jefferson, do ask and request that in honer of the occasion all business houses be closed on said day between the hours of 2 and 6 p. m., and our citizens so far as they may be able, attend and participate in the ceremonies above referred to. Given under my hand this 20th

of May, 1895. EDWIN SILVER, mayor.

The celebration of the breaking of the Republican and Democratic

could only be exceeded at the day when the bridge opening takes place

The next governor of Missouri is retty certain to be a Republican.

With a magnificent new steel bridge across the river at Jefferson City, she will be one of the most accessible towns in the state.

Gov. Stone signed the appropria appropriated is \$50,000 to pay the nembers of the General Assembly and \$15,000 contingent expenses.

The appointment of Mr. Frank Henderson as a police to fill the vacancy caused by the retirement of 'Koty" will meet with general approval. Mr. Frank Henderson is highly respected, is a good man for



FRED H. BINDER, PRES. BRIDGE CO.

ADVERTISING RATES.

Chauncey 1. Filley.

The distinguished Republican who leads the Missouri delegation to the St. Louis convention should feel very proud, indeed, of the signal victory won by him at the St. Joseph convention. It was a just recognition of his masterly services, recognized by every leading Repubmen who believe in party organizaand men who are able to recognize worth when they see it. Mr. Fil St. Joseph. It was the concentrated opposition of all forces and facfeel proud.

McKinley.

The St. Joseph convention is of treachery to McKinley has been silenced. The effort to create a of the United States and Chauncy I. Filley did not succeed. Every Rc publican in the state realizes that Chauncey I. Filley was the only leader at the New York conference Kinley. No one ever questioned his (Filley's) sincerity, until the opposition to his leadership became manifest. Then it was that all manner of schemes were launched to Messrs. Fred H. Binder, Edwin Silinjure the influence of Mr. Filley ver the name of McKinley since the battle is over, it is an easy matter to see the purpose of the misrepresentations. The Republicans at St. Joseph saw it and it did more harm to the mem who originated the stories than anything else that occured in the campaign. Chauncey I. Filley has been, now, and will ever be found fighting for the leader of protection and prosperity until the election closes November. McKinley owes Channey I. Filley more than he will ever be able to repay during his occupancy of the presidential

The St. Joseph Convention.

The attendance at the Republican convention at St. Joseph, held last week, was the largest that has been witnessed in this state in a great many years. Aside from the fact that a large disturbing element was present fighting the old roman, Chauncey I. Filley, the convention was characteristic in the unanimity of its determination to fight the common enemy, Democracy, and murch to victory under the McKinley banner on Nevember next. The difference between the leaders was satisfactorally adjusted and harmomy prevailed at the conclusion of the convention work. Many distinguished Republicans were present There were old men who had seep service in the late war, and who cast their ballots for Lincoln in the perilous days of the republic. There were middle aged men who were arriving at manhood when the last gun of the rebellion was fired, and there were young men who had not yet been born at the close of that great civil strife, all working harmoniously under one banner with the determination that the year 1800. should record a clean sweep for Republicans of Missouri. It will be a battle royal, and success is almost assured.



THE BRIDGE CELEBRATION.

The New Bridge is Now Open for Traffic.

The Structure Commenced May 22d, 1895, and Completed

May 21st, 1896.

Jefferson City. The new steel beau clubs gave exhibition drills with lican, not only in this state, but bridge that was commenced May fireworks. themshout the nation Mr. Filley 22d, 1895, was completed for traffic has worked harder for the party on May 21st, 1896, and the day and has received less substantial was set apart for appropriate cerereward than any great leader monies dedicating the great strucin the nation. This is one of the ture. The streets of Jefferson City reasons why he has such staunch presented an appearance not soon friends throughout the rural dis- to be forgotten. Thousands of tricts. They know that his aim is visitors were here from every secto promote the interests, welfare and tion of the state. The great mass Droste, G. H. Schulte and O. E. success of our grand old party rath of people that saw Jefferson City on Burch. er than receive personally the that day, with its decorated buildemoluments thereof. Mr. Filley's ings, marching bands and miles of anon bands. strength does not come from the footmen winding their way to the twenty-four aspiring Republicans of stand where the speaking and cers-Missouri, who are anxiously striving monies took place, never saw a more to occupy the position of boss. His strength comes from the people, eighteen bands present and the Grand Army of the Republic with crowd was estimated at 20,000 Drum Corps. tion; men who believe in leadership, people. On the morning of the 21st, excursion trains poured their masses of people into the city. The ley has won many political victories Chicago and Alton railroad, the M., heretofore, but among them all K. and T. railroad, and the Misattractions were numerous and were Company. enjoyed by the visitors, Arrangetiens against Chauncy I. Filley and ments had been made for taking he won against them all. Such a care of all who might come. Din. lows. victory, we say, should make a man ners for 20,000 were arranged at prices from 25 to 50 cents. The

ladies of Jerfferson City had that matter in charge and handled it excellently. The line of march was formed at the county court house over. Chauncy I. Filley is at the and from there marched to Bolivar men. head of the delegation, and all talk street. The streets were thronged. The speaker's stand was erected near the entrance of the bridge on brench between the next president Bolivar street. The ceremonies were opened by an address of welome by the mayor. The other speakers who participated were Maj. John L. Bittinger, Judge John A Hockaday, Gen. Oden Guitar and in December, who stood out boldly Jas. O. Broadhead. Gov, Stone and championed the cause of the was unavoidably absent, and the great protectionist, William Me following letter from him, expressing his regrets, was received:

> State of Missouri, Executive Department, Jefferson City, May 15, '96. ver and J. C. Fisher:

the honor to receive a personal invitation from you to attend the celebration incident to the completion and opening of your new bridge liver an address on that occasion. sey. I stated to you that it would afford me pleasure to comply with your wish if nothing should intervene to pre- Institute. vent. I find now that my engagements will take me from the state during the whole of next week, and that in consequence it will be impractionble for me to be present at your celebration on the 21st inst. I retime, for the occason will be one not land and John Tihen. only of special mement to people of this vicinity, but of great interest to bands. the whole state.

I desire in this connection to con- Society. gratulate you and the good people of Jefferson City on the completion of this great work, which will stand henceforth as a magnificent monument to your and their enterprise and patriotism.

During my residence here I am spirit than those of the capital city. and private buildings, in the improvement of streets and walks, in after the ceremonies were over. the construction of your great bridge, as well as in other things, of their aids formed their respective the people of Jefferson City have divisions as follows: demonstrated that they are in the The first division formed on High forefront of the progressive cities of street the right resting on Monroe the state. Having been a wit-ness to your enterprise, and The secon knowing something of the temper Monroe street south of High the and courage of your people, I have right resting on High facing north. every reason to believe that it will be followed by other improve- ree street north of High the right ments contributing to the develop- resting on High facing south. ment, progress and beauty of the

Again congratulating you on the right resting on High facing north auspicious conclusion of the great | The fifth division formed on Madienterprise I had the honor to aid in son north of High the right resting

in the happy ceremonies of the occasion, I have the honer to be Your very obedient servant,

WM. J. STONE. After the ceremonies, the crowds returned to the city and spent the remainder of the day in sight-seeing. The concert of the band association, the ball game between the St. Louis Browns and the home team, both The 21st day of May will long drew largely. In the evening the be remembered by the citizens of Republican and Democratic Flam-

> PROGRAM AND LINE OF MARCH. Maj. Lusk Saturday evening completed the program for the line of march, which was as follows:

FIRST DIVISION .

Mounted police. Grand Marchal

Aids-W. H. Plummer, J. A.

Warrensburg, Concordia and Leb-Jefferson City Republican Military

Uniformed Rank, Knights of Pyth

Mexico and University Cadet Carriages containing the mayor of

the city, reporters of the press, orators of the day, president Commerthere is none that stands out so souri Pacific railroad, all ran excuricial club, secretary and president prominently as the victory won at sion trains for the occasion. The Jefferson City Bridge and Transit

Raonoke Militaev band Independent Order of Odd Fel-

SECOND DIVISION. John F. Heinrichs, Marshal. Aids

-A. Zuendt, Lafe Bacon, Wm. Van Rhein and Emil Koch. Clinton and Neoshe bands

Ancient Order of United Work Knights of the Maccabees.

Adrian, Butler and Altona bands Teachers and pupils of St. Peter's

Teachers and pupils of Jefferson City public schools.

Holden band, placed in center of line of public school pupils. THIRD DIVISION. L. D. Gordon, Marshal. Aids-

John A. Linhardt, John LePage, M. F. Overstreet and Thomas L. C. Price. Richland and Pacific bands.

Typographical Union. Jefferson City Baseball club. Elliot Concert and Rich Hill bands-Carpenters .

Stonemssons Laboring men.

FOURTH DIVISION. Inman E. Page, Marshal. across the Missouri river, and to de- Harrison Wiseman and Grant Ram-

Lincoln Institute band. Professors and teachers Lincoln

Students and pupils. Jefferson City band (colored.) Colored secieties

Citizens F. W. Roer, Marshal. Aids-Ed of a bridge over the Missouri river. gret I cannot be with you at that Unwin, Heary Schneider, E. P. Row. This charter was secured and ap- for each person, with vehicle free. Moberly Bachelor and Lone Oak

Catholic Knights of America.

Ashland band. Jefferson City Fire Department. Jefferson City Cornet band. Citizens generally.

Carriages and vehicles did not form part of the procession, and were prepared to testify that the people of respectfully requested to go out Meno town in the state have displayed Carty street to Bolivar and north on a more enterprising and progressive Bolivar to Main. The chief of police was requested to keep Bolivar street In the construction of new public clear of vehicles from Main to the entrance of the great bridge until

The marshals with the assistance

The second division formed on The third division formed on Mon

The fourth division formed on Madison street south of High the

inaugurating a little over a year ago, on High facing south.
and which you will meet on the 21st The Chief of Police saw that the state capital passed the legislature

bility to be present and participate kept clear of all obstructions of every character.

High to Washington, north on Washwhere the procession was dismissed HISTORY OF THE BRIDGE.

large crowd that sales new structure which is being dedi-

the Missouri river would have cost four spans, one being a draw span. town, and hence foreign meney has dren can secure a round trip passage never sought this locality. The for only thirty-five cents. Aside people therefore gave up all hope of from the great advantages that will financial aid from abroad and went naturally result from this bridge, the to work to build a bridge with home convenience to the people who can money. A meeting of a hundred now cross the river during either 1893, at which time an address was very good. delivered to them showing the great | Belew will be found the official advantages that would secrue by the schedule of rates charged by the Jefconstruction of a bridge across the ferson City Bridge and Transit Com-Missburi river, the estimated cost at that time being \$300,000. A committee of fifteen was appointed, consisting of the leading and most progressive citizens for the purpose

actively upon their work, and by the middle of June, 1893, had substan-The next step necessary was the or | way rate, of course ganization of a company, in order to secure a charter. This was done proved by President Cleveland on May 8, 1894. Prier to this time however, J. A. L. Waddell, bridge St. Peter's Catholic Benevolent orgineer from Kansas City, Mo. was employed to make soundings of the river and make preliminary plans for the bridge. Bedrock was found at a distance of about 70 feet, This, of course, determined the depth of the piers, which would have to be sunk 70 feet under water in order to reach bedrock After the soundings had been made the engineer of the company pro-

ceeded to prepare the plans for a bridge structure at this point. When these plans were submitted, it was found that such a bridge as the pee ple demanded would cost about \$250. 000. Bids were received from various companies, and the contract guarantee

finally awarded to A. J. Tullock, of Leavenworth, Kansas, for the building of a high bridge. Later it was discovered that it was impossible to construct a high bridge and that a charter for a draw bridge would have to be secured in order to carry out the enterprise. Through the efforts of Congressman Bland and Senator Vest an amendment to the charter was passed by congress in Decem ber, 1894, authorizing the construc-

tion of a draw bridge. Before the

necessary stock subscription was se-

cured, the resolution to remove the

did it take to complete this great seel bridge at the capital of Missouri. The bridge was designed by J. A. Waddell of Kansas City, Mo., and was built by A. J. Tullock, of

theracter.

The procession moved promptly at City. Not one dollar of the fund used came from elsewhere. The bridge is now open and doing a magbridge is now open and doing a mag F. H. Binder president, H. F. ington to Stewart, west on Stewart nificent business. On the north to Broadway, north on Broadway to Main, west en Main to Bolivar, north on Bolivar to the great steel bridge and Missomri, Kansas and Texas and Missomri, Kansas and Texas railways. These two trunk lines pany is theroughly equipped for The interest manifested by the city as is the Missouri Pacific on the opening of the Jefferson the south side of the river.

bo were at the head of the bridge hould not fail. They went to work,

nd by the 21st day of May, 1895,

ound broken for the soinal con-

truction of the bridge, on that day. Just one year, therefore, from the

City bridge, that now spans the A ride from any of the hotels to Missouri river, was shown by the the depote on the north side takes a than to ride from the Union dozens of excursion train from station in St. Louis to the Planters every section of Missotri. The or from the Union station in Kansas view of the bridge from the capitol City to the Midland hotel. The grounds cannot be surpassed. This bridge company has charge of the new structure which is being dedictions transfer business, and will gradually cated teday has been talked of for many years, but is now a realiza-Years ago efforts were nade and crosses direct to Calloway coun-

City, but the hopes of the people was built for wagen and electric ran. man, and has seed to be way service. It is built entirely of of Jerson City as mayor, and has spect. Such a bridge as now spans bed rock. There are five piers and tion business.

of raising a bonus of \$50,000, which was to be given to any company that would build a bridge over the Missouri river at this point, according to plans and specifications pre-

Miscellaneous.

Omnibus passengers, including at once, the capital stock being at one trunk, called for and delivered first only \$2,000, but was increased to any part of the city, to and from subsequently to \$200,000. As soon the Chicago and Alton and Missouri, as the corporation was perfected the Kansas and Texas depots, 50 cents charter was applied for from con- for each additional trunk 15 cents. gress authorizing the construction Public vehicles for the transfer of passengers will be charged 50 cents

Sunday Rates-Round Trip.

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A Fine Custom-Made SPRING SUITI

We are prepared to furnish you with the BEST GOODS and

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G.P.Rossman FINE TAILOR. to celebrote, and regretting my ina- streets along the line of march were But notwithstanding this, the men on E. HIGH ST. Jefferson City.

The last rates quoted, those ap dellar necessary for the con-tion of a bridge was raised and day, are especially appreciated.

The present directors of the bridge company, and under whose supervision the bridge was built, are as follows: F. H. Binder. H. J. Dulle, Charles E. Hess. Otic Manchester, W. W. Wagner, J W. Henry, H. F. Priesmeyer, J. P. Porth, Hugo Monnig, R. Dallmeyer and J. C. Fisher. The officers of the company are

Priesmeyer vice-president, J. W. Henry treasurer, J. P. Perth sec. retary, and A. P. Grimshaw superintendent. Mr. Grimshaw ha had charge of the bridge and transfer business of the company since its completion. The comthe passenger and freight business coming from both the Chicago and Alton and the Missouri Kansas and Texas railroad. Every train, both night and day, is met by the Bridge and Transit Com pany at the station on the north side of the river, and passengers are transferred to the hotels and private residences in Jefferson City in about twenty minutes The transfer charge, including bridge toll, with one trunk, is but 50 cents. The roads on the north side of the river are being macto induce a railroad company to ty. An excellent macadamized apadamized and graveled, and will build a bridge at this place—in fact, a charter had once before beer put through congress authorizing the construction of a bride at Jefferson was built for wagen and electric rail-

A strong effort is being made to not less than a half million dollars The structure presents a beautiful work up a large and profitable if built when the bridge aguation appearance and it will be the object passenger and freight business was first commenced. It was not of the company to make it a popular with both the C. & A., and the until the spring of 1893 when a structure with all travelers. The M., K. & T. railroads on the north few citizens of Jefferson City com- rate is low, foot passengers being side of the river. Already the menced to investigate the question of organizing a lecal company for proportion. Every inducement has grown to large proportions. The executor of a bridge comthe erection of a bridge. Jefferson been made to the Calloway county pany can only be estimated at this calloway have been looked upon as farmer to utilize the bridge. The time. It is altogether likely that a political rather than a business farmer and his family of ten chil- the income from all sources will exceed \$20,000; this will pay a fair dividend and all fixed charges and other expenses. The people of north Missouri who vis-it Jefferson City today feel that they are much closer to Jefferson City now than heretofore. Praise of citizens was called in the spring of night or day, winter or summer, is the people and of the town could be heard on every hand. It can cer-tainly be said no longer that Jefferson City is slow and unpro-gressive. In the construction of this bridge she is entitled to a place in front of the progression of progressive cities. She has of progressive cities. She has covered herself with glory and will receive her just reward for it.

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At Lewest Possible Prices

NO. 700KEAST HIGH ST.,

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pared. This committee entered Children in vihicles accompanied by

Tickets are good for return the tially raised \$50,000. At that time day of issue and the following day. neither had a charter been secured per head in lots under ten; in lots from congress authorizing the con-Aids struction of a bridge, ner had any and sheep 7 1-2 cents per head each -Logan Bennett, J. Wesley Damel, of the preliminaries for the con-Harrison Wiseman and Grant Ram-struction of a bridge been arranged, head in lots over ten. This is a one

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