

STATE REPUBLICAN.

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J. C. FISHER, Editor.

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THE BRIDGE CELEBRATION.

The New Bridge is Now Open for Traffic.
 The Structure Commenced May 22d, 1895, and Completed May 21st, 1896.

bility to be present and participate in the happy ceremonies of the occasion, I have the honor 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 drew largely. In the evening the Republican and Democratic Flambeau clubs gave exhibition drills with fireworks.

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 Marshal.
 Aids—W. H. Plummer, J. A. Droste, G. H. Schulte and O. E. Burch.
 Warrensburg, Concordia and Lebanon bands.
 Jefferson City Republican Military club.
 Uniformed Rank, Knights of Pythias.
 Grand Army of the Republic with Drum Corps.
 Mexico and University Cadet bands.

Carriages containing the mayor of the city, reporters of the press, orators of the day, president Commercial club, secretary and president Jefferson City Bridge and Transit Company.
 Raonoke Military band.
 Independent Order of Odd Fellows.

SECOND DIVISION.
 Jean F. Heinrichs, Marshal. Aids—A. Zwendt, Lefe Bacon, Wm. Van Rhein and Emil Koch.
 Clinton and Neosho bands.
 Ancient Order of United Workmen.
 Knights of the Maccabees.
 Adrian, Butler and Altona bands.
 Teachers and pupils of St. Peter's school.
 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.
 Richmond and Pacific bands.
 Typographical Union.
 Jefferson City Baseball club.
 Elliot Concert and Rich Hill bands.
 Carpenters.
 Stonemasons.
 Bricklayers.
 Laboring men.

FOURTH DIVISION.
 Inman E. Page, Marshal. Aids—Logan Bennett, J. Wesley Dame, Harrison Wiseman and Grant Ramsey.
 Lincoln Institute band.
 Professors and teachers Lincoln Institute.
 Students and pupils.
 Jefferson City band (colored.)
 Colored societies.
 Citizens.

FIFTH DIVISION.
 F. W. Roer, Marshal. Aids—Ed Unwin, Henry Schneider, E. P. Rowland and John Thien.
 Moberly Bachelor and Lone Oak bands.
 St. Peter's Catholic Benevolent Society.
 Catholic Knights of America.
 Ashland band.
 Jefferson City Fire Department.
 Jefferson City Cornet band.
 Citizens generally.
 Carriages and vehicles did not form a part of the procession, and were respectfully requested to go out McCarty street to Bolivar and north on Bolivar to Main. The chief of police was requested to keep Bolivar street clear of vehicles from Main to the entrance of the great bridge until after the ceremonies were over.

The marshals with the assistance of their aids formed their respective divisions as follows:
 The first division formed on High street the right resting on Monroe facing west.
 The second division formed on Monroe street south of High the right resting on High facing north.
 The third division formed on Monroe street north of High the right resting on High facing south.
 The fourth division formed on Madison street south of High the right resting on High facing north.
 The fifth division formed on Madison north of High the right resting on High facing south.

The Chief of Police saw that the streets along the line of march were kept clear of all obstructions of every character.
 The procession moved promptly at 8 o'clock and marched west on High to Washington, north on Washington to Stewart, west on Stewart to Broadway, north on Broadway to Main, west on Main to Bolivar, north on Bolivar to the great steel bridge where the procession was dismissed.

The interest manifested by the people throughout Missouri generally in the opening of the Jefferson City bridge, that now spans the Missouri river, was shown by the large crowd that was present at the dozens of excursion trains from every section of Missouri. The view of the bridge from the capitol grounds cannot be surpassed. This new structure which is being dedicated today has been talked of for many years, but is now a realization. Years ago efforts were made to induce a railroad company to build a bridge at this place—in fact, a charter had once before been put through congress authorizing the construction of a bridge at Jefferson City, but the hopes of the people were repeatedly blasted in this respect. Such a bridge as now spans the Missouri river would have cost not less than a half million dollars if built when the bridge agitation was first commenced. It was not until the spring of 1893 when a few citizens of Jefferson City commenced to investigate the question of organizing a local company for the erection of a bridge. Jefferson City has always been looked upon as a political rather than a business town, and hence foreign money has never sought this locality. The people therefore gave up all hope of financial aid from abroad and went to work to build a bridge with home money. A meeting of a hundred citizens was called in the spring of 1893, at which time an address was delivered to them showing the great advantages that would accrue by the construction of a bridge across the Mississippi 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 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 prepared. This committee entered actively upon their work, and by the middle of June, 1893, had substantially raised \$50,000. At this time the river had never been scoured, neither had a charter been secured from congress authorizing the construction of a bridge, nor had any of the preliminaries for the construction of a bridge been arranged. The next step necessary was the organization of a company, in order to secure a charter. This was done at once, the capital stock being at first only \$2,000, but was increased subsequently to \$200,000. As soon as the corporation was perfected the charter was applied for from congress authorizing the construction of a bridge over the Missouri river. This charter was secured and approved by President Cleveland on May 8, 1894. Prior to this time, however, J. A. L. Waddell, bridge engineer 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 proceeded 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 people demanded would cost about \$250,000. Bids were received from various companies, and the contract 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 December, 1894, authorizing the construction of a draw bridge. Before the necessary stock subscription was secured, the resolution to remove the state capital passed the legislature. But notwithstanding this, the men

who were at the head of the bridge enterprise were determined that it should not fail. They went to work, and by the 21st day of May, 1896, every dollar necessary for the construction of a bridge was raised and ground broken for the actual construction of the bridge, on that day. Just one year, therefore, from the time that construction commenced, did it take to complete this great steel 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 Leavenworth, Kansas, and paid for entirely by the people of Jefferson City. Not one dollar of the fund used came from elsewhere. The bridge is now open and doing a magnificent business. On the north side of the river connections are made with the Chicago and Alton and Missouri, Kansas and Texas railways. These two trunk lines are now as accessible to Jefferson City as is the Missouri Pacific on the south side of the river.

A ride from any of the hotels to the depots on the north side takes less time than to ride from the Union station in St. Louis to the Planters' or from the Union station in Kansas City to the Midland hotel. The bridge company has charge of the transfer business, and will gradually improve its service until perfection is attained. The bridge crosses at Bolivar street, in Jefferson City, and crosses direct to Calloway county. An excellent macadamized approach on the north and south sides connect with the bridge. The bridge has a width of twenty-four feet and was built for wagon and electric railway service. It is built entirely of steel with caisson piers extending to bed rock. There are five piers and four spans, one being a draw span.

The structure presents a beautiful appearance and it will be the object of the company to make it a popular structure with all travelers. The rate is low, foot passengers being five cents, and other rates being in proportion. Every inducement has been made to the Calloway county farmer to utilize the bridge. The farmer and his family of ten children can secure a round trip passage for only thirty-five cents. Aside from the great advantages that will naturally result from this bridge, the convenience to the people who can now cross the river during either night or day, winter or summer, is very good.

Below will be found the official schedule of rates charged by the Jefferson City Bridge and Transit Company:
 Footman one way.....05
 Children under twelve years one way 03
 Single bicycle one way.....10
 Tandem bicycle one way.....10
 Horse and rider one way.....15
 Horse and rider round trip.....25

VEHICLES—Round Trip.
 One horse, including two persons.....35
 Two horses, including two persons.....50
 Four horses.....75
 Six horses.....1.00
 For each additional person over two in each vehicle.....10
 Children in vehicles accompanied by parents, free.
 Tickets are good for return the day of issue and the following day. Horses, mules and cattle, 10 cents per head in lots under ten; in lots over ten 7 1-2 cents per head; hogs and sheep 7 1-2 cents per head each in lots under ten and 5 cents per head in lots over ten. This is a one way rate, of course.

MISCELLANEOUS.
 Omnibus passengers, including one trunk, called for and delivered to any part of the city, to and from the Chicago and Alton and Missouri, Kansas and Texas depots, 50 cents; for each additional trunk 15 cents. A public vehicle for the transfer of passengers will be charged 50 cents for each person, with vehicle free.
 Special pleasure carriage rates for Sunday only:
 One horse, including two persons.....35
 Two horses, including two persons.....50
 Four horses.....75
 Six horses.....1.00
 For each additional person over two in each vehicle.....10
 Children in vehicles accompanied by parents, free.

Now Is the Time to Order
A Fine Custom-Made SPRING SUIT
 We are prepared to furnish you with the **BEST GOODS** and guarantee

A Perfect Fit!
 Our past experience is a guarantee of our future success.
Just Received
 A new line of goods, and would be most pleased to see our old customers or any new ones. We shall be pleased to wait on you. **GIVE US A CALL. DON'T FORGET THE PLACE.**

G. P. Rossman
 FINE TAILOR,
 208 E. HIGH ST., Jefferson City.

HE DON'T KNOW WHAT HE WANTS
 HAD TO GIVE HIM UP, is the way they refer in most Clothing Stores to a man who walks out without buying. They are wrong.

He Does Know What He Wants.
 That is the trouble. Men who are hard to please in a Clothing Store are generally good judges of Clothing. They have a gift of spotting bad fabrics, poor patterns and skimpy tailoring. **THEY KNOW HOW A GARMENT SHOULD FIT.** Experience is the best teacher. We have learned to know the demand of the trade. All we ask of any one is a fair trial.

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 We invite our customers and strangers to examine our stock and prices before buying elsewhere. We guarantee to save you money. Come and see us, as there is no harm to look.
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 Day and Night Calls Attended to Promptly.

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THE BEST GROCERIES
At Lowest Possible Prices
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