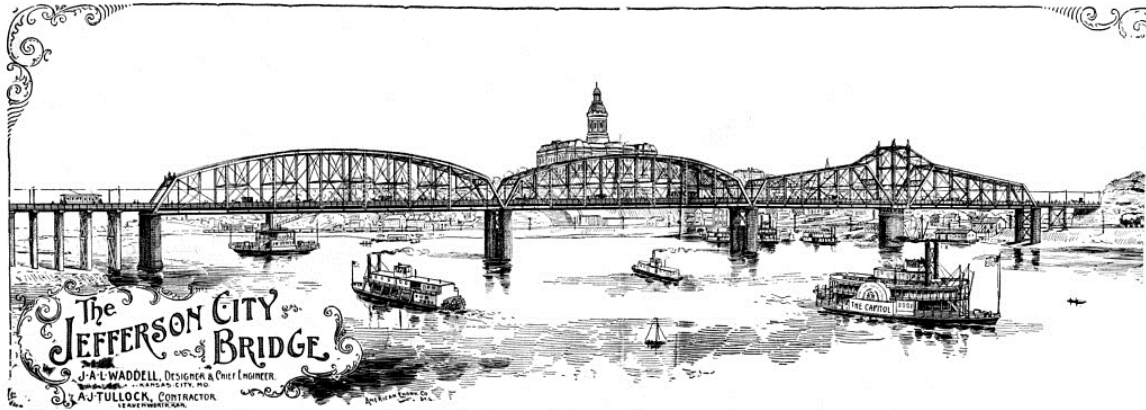


## The Bridge Celebration

The New Bridge is Now Open for Traffic



The Structure Commenced May 22d, 1895, and Completed May 21, 1896.

The 21<sup>st</sup> day of May will long be remembered by the citizens of Jefferson City. The new steel bridge that was commenced May 22d, 1895, was completed for traffic on May 21<sup>st</sup>, 1896, and the day was set apart for appropriate ceremonies dedicating the great structure. The streets of Jefferson City presented an appearance not soon to be forgotten. Thousands of visitors were here from every section of the state. The great mass of people that saw Jefferson City on that day, with its decorated buildings, marching bands and miles of footmen winding their way to the stand where the ceremonies took place, never saw a more interesting sight. There were eighteen bands present and the crowd was estimated at 20,000 people. On the morning of the 21<sup>st</sup>, excursion trains poured their masses of people into the city. The Chicago and Alton railroad, the M.K.T. railroad and the Missouri Pacific railroad, all ran excursion trains for the occasion. The attractions were numerous and were enjoyed by the visitors. Arrangements had been made for taking care of all who might come. Dinners for 20,000 were arranged at prices from 25 to 50 cents. The ladies of Jefferson City had that matter in charge and handled it excellently. The line of march was formed at the county court house and from there marched to Bolivar street. The streets were thronged. The speaker's stand was erected near the entrance of the bridge on Bolivar street. The ceremonies were opened by an address of welcome by the mayor. The other speakers who participated were Maj. John L. Bittinger, Judge John A. Hockaday, Gen. Oden Guitar and Jas. O. Broadhead. Gov. Stone was unavoidably absent and the following letter from his, expressing his regrets was received:

State of Missouri,  
Executive Department,  
Jefferson City, May 15, 1896.

Messrs. Fred H. Binder, Edwin Silver and J.C Fisher:

Gentlemen – Sometime since I had the honor to receive a personal invitation from you to attend the celebration incident to the completion and opening of your new bridge across the Missouri river, and to deliver an address on that occasion. I stated to you that it would afford me pleasure to comply with your wish if nothing should intervene to prevent. I find now that my engagements will take me from the state during the whole of next week, and that is consequence it will be impracticable for me to present at your celebration on the 21<sup>st</sup> inst. I regret I cannot be with you at that time, for the occasion will be one not only of special moment to people of this vicinity, but of great interest to the whole state.

I desire in this connection to congratulate 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 prepared to testify that the people of no town in the state have displayed a more enterprising and progressive spirit than those of the capital city. In the construction of new public and private buildings, in the improvement of streets and walks, in the construction of your great bridge, as well as in other things, the people of Jefferson City have demonstrated that they are in the forefront of the progressive cities of of the state. Having been a witness to your enterprise, and knowing something of the temper and courage of your people, I have every reason to believe that it will be followed by other improvements contributing to the development, progress and beauty of the capital.

Again congratulating you on the auspicious conclusion of the great enterprise I had the honor to aid in inaugurating a little over a year ago, and which you will meet in the 21<sup>st</sup> to celebrate, sad regretting my inability 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.

#### PROGRAMS 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**

John F. Heinrichs, Marshal.

Aids – A. Zuentd, Lafe 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. Lindhard, 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.

Stonemasons.

Bricklayers.

Laboring men.

### **Fourth Division**

Inman E. Page, Marshal.

Aids – Logan Bennett, J. Wesley Damel, 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 Tihen.

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 street 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 3 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.

#### HISTORY OF THE BRIDGE

The interest manifested by the people throughout Missouri is generally in the opening of the Jefferson City bridge, that now spans the Missouri river was shown by the large crowd that came to be here and dozens of excursion train 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 Missouri river, estimated cost at that time being \$300,000. A committee of fifteen was appointed, consisting of the lending 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 that time the river had never been sounded, 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 \$20,000. 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 (*\* at the north end of Madison Street*). 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 would not fail. They went to work and by the 21<sup>st</sup> day of May, 1895, 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 Callaway 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 Callaway 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 .....	05
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 ½ cents per head; hogs and sheep 7 ½ 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. Public vehicles for the transfer of passengers will be charged 50 cents for each person, with vehicle free.

#### **Sunday Rates – Round Trip.**

Special pleasure carriage rates for Sunday only:

One horse, two passengers .....	20
Two horses, two passengers .....	25
Each additional passenger .....	05
Horse and rider .....	15

The last rates quoted, those applying to pleasure seekers on Sunday, 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, Otis 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 F.H. Binder president, H.F. Priesmeyer vice-president, J.W. Henry treasurer, J.P. Porth secretary, and A.P. Grimshaw has had charge of the bridge and transfer business of the company since its completion. The company is thoroughly equipped for the 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 Company 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 macadamized and graveled, and will soon be in shape to surprise the oldest inhabitant. Mr. Grimshaw is an accommodating gentleman, and has served the people of Jefferson City as mayor, and has for years been in the transportation business.

A strong effort is being made to work up a large and profitable passenger and freight business with both the C. & A., and the M., K. & T. railroads on the north side of the river. Already the passenger and freight business has grown to large proportions. The receipts of the bridge company can only be estimated at this time. It is altogether likely that 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 visit Jefferson City today feel that they are much closer to Jefferson City now than heretofore. Praise for the people and of the town could be heard on every hand. It can certainly be said no longer that Jefferson City is slow and unprogressive. In the construction of this bridge she is entitled to a place in front of the progression of progressive cities. She has covered herself with glory and will receive her just reward for it.

*\* editor's note*