

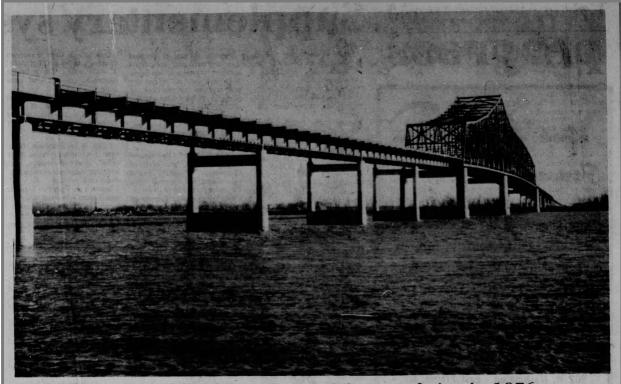
Caruthersville bridge scheduled for completion in 1976

Interstate 155 will eventually connect Interstate 55 in Southeast Missouri to Highway 51 near Dyersburg, Tenn., and Interstate 40 at Jackson, Tenn., by way of a new Mississippi River bridge near Caruthersville. The Missouri State Highway department reports that all steel work was completed last year and grading for

the roadway from I-55 southeast to the bridge is now under way. Tentatively scheduled for completion in 1976, the bridge and four-lane divided roadway will provide the only bridge crossing of the Mississippi River between Cairo, Ill., and Memphis, Tenn.

(Highway department photo)





Caruthersville bridge scheduled for completion in 1976

Interstate 155 will eventually connect Interstate 55 in Southeast Missouri to Highway 51 near Dyersburg, Tenn., and Interstate 40 at Jackson, Tenn., by way of a new Mississippi River bridge near Caruthersville. The Missouri State Highway department reports that all steel work was completed last year and grading for

the roadway from I-55 southeast to the bridge is now under way.
Tentatively scheduled for completion in 1976, the bridge and four-lane divided roadway will provide the only bridge crossing of the Mississippi River between Cairo, Ill., and Memphis, Tenn.

(Highway department photo)



Clipped By: historicbridges Wed, Jul 6, 2022

Copyright © 2022 Newspapers.com. All Rights Reserved.

Newspapers™

First BridgeContract Nearly Completed

CARUTHERSVILLE -Caruthersville residents have long dreamed of a bridge across the Mississippi River located near this community, and today this dream is slowly but surely becoming a reality as 66 per cent of the first contract is

now complete.

Work on the new Caruthersville Bridge began with the construction of a gravel road through swampy, low bayou country across the levee near the river in early June, 1969. Actual bridge construction had already begun on the Tennessee bank of the mighty Mississippi, but on the Missouri side workers were kept busy building a road, cutting through wooded areas so that heavy equipment, could move back and forth to the bridge site.

Early work on road construction was hampered by high water and bad weather conditions as usual. Thousands of yards of fill had to be used to build the road which, due to high water, was in almost

constant need of repair.

Not long after the road was made passable, local residents began to see signs of bridge work.

- Juhnson, a \$7,700,000.00.

Caruthersville Bridge has been The resident engineer stated bridge is expected to be completed in late 1974 or early Massman - Johnson have

1975.

The substructure contract, according to the Missouri State Highway Department's Recently the Highway comprise the supports for the approach south

In March, 1971, this contract was about 30 percent complete. Today, according to the resident engineer, the first contract is about 66 percent complete.

Asked if this progress is good or bad, Schenke replied, "All I can say is that we would like to have been a little futher

along."

Construction of a pier requires much more work than the eyes of a river bank spectator can see. Each pier requires form 91 to 125 piles averaging 90 feet in length. After these piles are driven inside a cofferdam, a twenty foot thick course of seal concrete is placed through the water which allows the cofferdam to be dewatered and supplies, and bridge materials the pier built in the dry. The top of the seal concrete is I approximately 35 feet below the average river level gauge a reading of 13.2.

> Piers 19, 20, and 21 are t supported by caissons built on islands of sand constructed by v the contractor and are lowered h to their final position p approximately 130 feet below the river by dredging out the a sand below the pier concrete. fi This dredging is performed L through 13 foot diameter holes fi

in the pier base.

Kansas City Construction A breakdown of the Company, is working on the estimated cost of the present first contract which is the contract indicates that of the substructure contract of the total of \$7,764,193.00, main river spans: piers 14 \$6,104,741.00, or 80 percent through 26. The cost of this is to provide for the contract is approximately construction of items which will be below the average cost of the elevation of the river.

estimated at approximately that winter weather would \$26,000,000.00, and the probably not slow down

progress this year.

approximately 75 construction workers working on the bridge

a

Ji

fa

th

th

re

th

Da

at the present time.

Resident Engineer W. A. Department announced that a R Schenke, is the first of several November 24 bid call would contracts to be awarded, include work on 109.8 miles of leading to the final completion highways in the area. It was of the 7,098 foot structure, reported that on I-155 in Encompassed within this first Pemiscot County, a 1.2 mile contract is the construction of grading project will be let for seven piers and six bents which the Mississippi river bridge main spans of the huge bridge. Caruthersville.



First BridgeContract Nearly Completed

CARUTHERSVILLE
Caruthersville residents have
long dreamed of a bridge across
the Mississipp River located
near this community, and
today this dream is slowly but
surely becoming a reality as 66
per cent of the first contract is
now complete.

Work on the new Caruthersville Bridge began with the construction of a gravel road through awangs, low bayou country across the two properties of the state of th

Early work on road construction was hampered by high water and bad weather conditions as usual. Thousands of yards of fill had to be used to build the road which, due to high water, was in almost

Not long after the road was made passable, local residents began to see signs of bridge work

Massman Juhnson, a Ramsas City Construction Company, is working on the first contract which is the substructure contract of the main river spans: piers 14 through 26. The cost of this contract is approximately \$7,700,000.00.

Total cost of the Caruthersville Bridge has been estimated at approximately \$26,000,000.00, and the bridge is expected to be completed in late 1974 or early 1975.

The substructure contract

according to the Missouri Stat
High way
Department'
High way
Experiment
Schenke, is the first of severa
contracts to be awarde
leading to the final completio
of the 7,098 foot structure
Encompassed within this first
contract is the construction of
seven piers and six bents which
comprise the supports for the
main spans of the huge bridge

In March, 1971, this contract was about 30 percent complete. Today, according to the resident engineer, the first contract is about 66 percent complete.

Asked if this progress is good or bad, Schenke replied, "All I can say is that we would like to have been a little futher along."

Construction of a pier requires much more work than the eyes of a river bank spectator can see. Each pier requires see. Each pier requires form 91 to 125 piles averaging 90 feet in length. After these piles are driven inside a cofferdam, a twenty foot thick course of seal water which was not to be a seen of the course of the course of the pier built in the dry. The top of the seal concrete is approximately 35 feet below the average river level gauge reading of 13.2.

supported by eaissons built on islands of sand constructed by the contractor and are lowered by the contractor and are lowered position of the contractor and are lowered position of the contractor and position papproximately 130 feet below the river by dredging out the sand below the pier concrete from the contractor of the contractor

A breakdown of the estimated cost of the present contract indicates that of the total of \$7.764,193.00, \$6,104,741.00, or \$80 percent is to provide for the construction of items which will be below the average elevation of the river.

The resident engineer stated that winter weather would a probably not slow down or progress this year.

Massman - Johnson have to be a second or control o

approximately 75 construction a workers working on the bridge at the present time. Recently the Highway of the present announced that a Footenberr 24 bid call would not be seen to 109.8 miles of dighways in the area. It was Jeported that on 1–155 in femiscot County, a 1.2 mile the grading project will be let for the second of the second



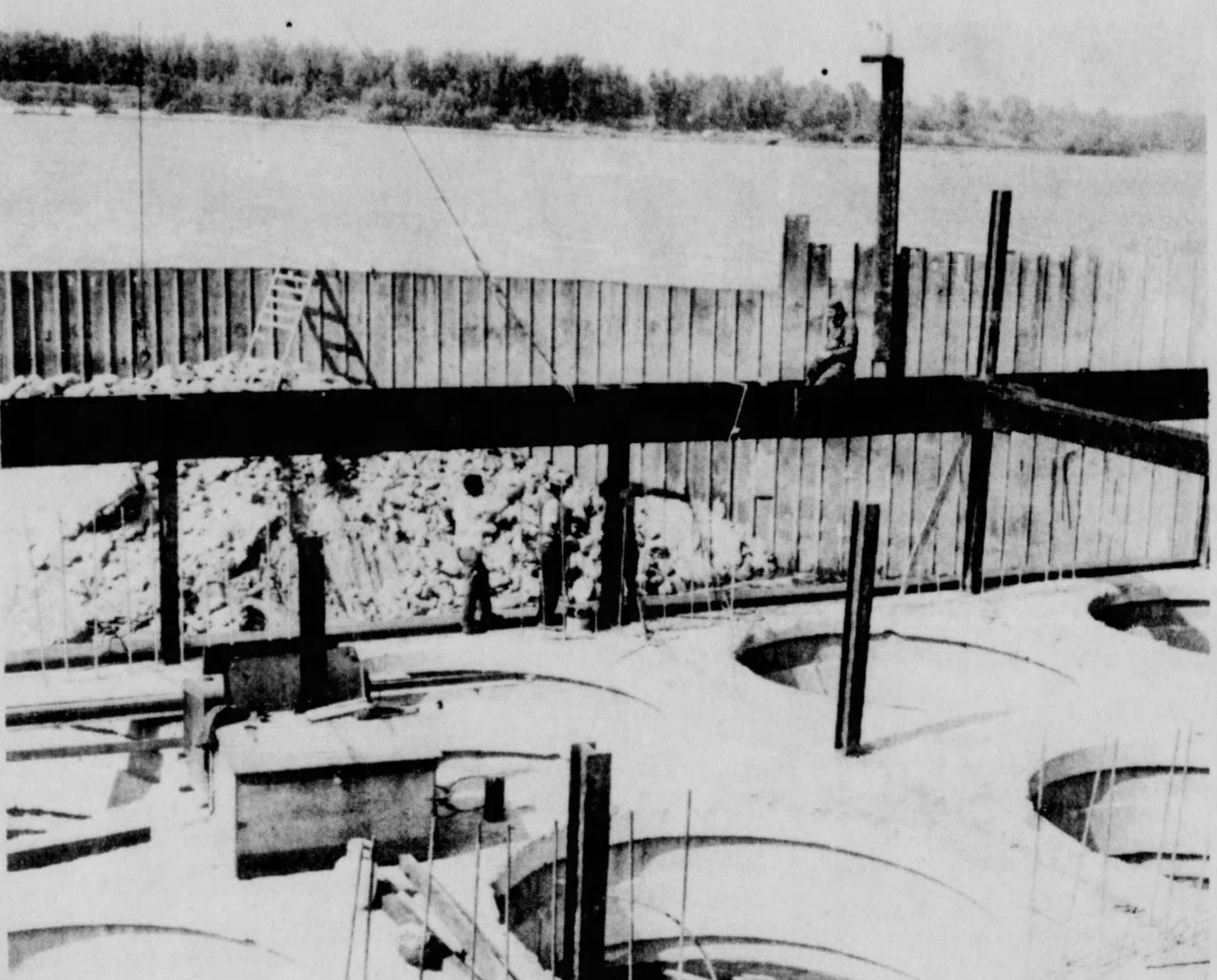
Clipped By: historicbridges Wed, Jul 6, 2022

Copyright $\ensuremath{\mathbb{C}}$ 2022 Newspapers.com. All Rights Reserved.

Newspapers™



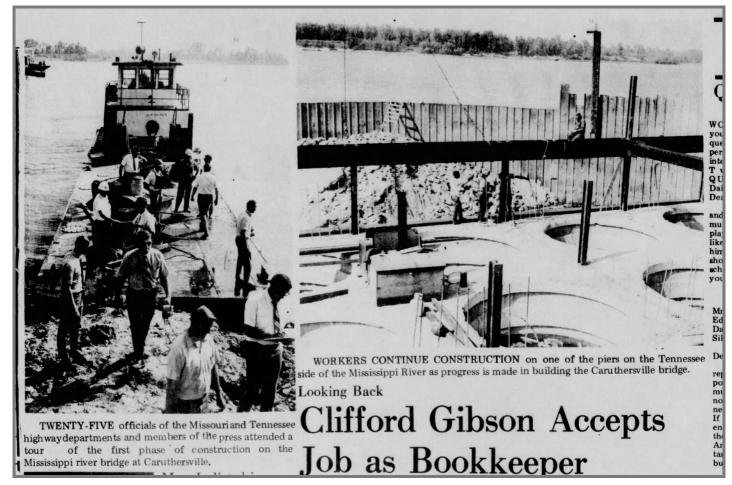
highwaydepartments and members of the press attended a tour Mississippi river bridge at Caruthersville.



WORKERS CONTINUE CONSTRUCTION on one of the piers on the Tennessee WORKERS CONTINUE CONSTRUCTION of the Workers Continue to the Continue of the Mississippi River as progress is made in building the Caruthersville bridge.

TWENTY-FIVE officials of the Missouriand Tennessee Clifford Gibson Accepts of the first phase of construction on the sippi river bridge at Caruthersville. Tob as Bookkeeper







Clipped By: historicbridges Wed, Jul 6, 2022

Copyright © 2022 Newspapers.com. All Rights Reserved.

Newspapers™



Substructures of Caruthersville bridge

Bridge Target Julia of

By RON RUSSELL - Staff Writer

Bootheel residents who have long awaited completion of a new \$26 million bridge across the Mississippi River near Caruthersville may now have reason for at least some optimism, even though officials are still stressing patience.

The bridge, plauged by inumerable delays since construction began in 1969, should be ready for traffic by the summer of 1976, officials say, along with the completion of Interstate 155, which will link I-55 with Dyersburg, Tenn.

Originally to have been finished in 1975 at a cost of \$20 million, increased labor costs and other unforeseen complications have hampered progress, forcing the altering of the completion target date.

"Right now, at least \$6.1 million worth of work is beneath the water," W. A. Shenke, resident engineer, points out. "So, when people look at what they can see done so far, that's something which should be kept in mind."

: Shenke said that 80 per cent of the substructure has been completed, with the remainder to be finished by this summer.

A \$10.6 million contract to build the superstructure was released to Bethlehem Steel Corporation in January, he said, and should be accomplished by 1974.

"Of course, the work on the superstructure will not begin until all the substructure is finished, so one thing is heavily dependent on the other. If all goes well, Beihlehem can get to work on their part by late. summer," Shenke said.

To follow afterwards will be the construction of approach

spans and roadway, concreting of the bridge deck, and painting of the steel superstructure.

The span, when completed, will provide uninterrupted roadway from Interstate 55's connection with the I-155 spur to be built between Hayti and Dyersburg.

"It is hoped that the completion of the spur and the completion of the bridge itself can coincide, so that with one ribbon-cutting, travelers can from Hayti to Dyersburg without a hitch," he said.

Plans for the bridge, long a phantom of southeast Missourians forced to travel to Cairo, Ill., or use one of several ferries to gain access across the river, were first put forth in 1965, four years before work actually began in April, 1969.

Since then, labor costs have soared, setting off a cycle of difficulties in the over-all progress of the project, he said.

"Persons, for example, who, under previous cost estimates, would have earned \$3.17 hour, are now making something around the \$6.00 figure," Shenke commented.

Increased costs have hurt most in precipitating sluggish government funding for project, "simply because money is not, and has not been made available for it."

Physical conditions have been another difficulty, points out, naming as an example the high water level at the construction site which has all but stopped work during the past two weeks.

The bridge, upon completion, will have a total length

BRIDGE Page 2

Roundup

Tucker Coming

Jim Guy Tucker, candidate for Arkansas Attorney General, will be in Blytheville and Misisiissippi County from noon tomorrow until noon Friday, Sandy McMath, a Tucker campaign official, has announced.

McMath said that Tucker "plans to visit with citizens and civic groups in the area and meet as many people as possible in support of his candidacy."

Tucker's schedule is as follows:

Tomorrow afternoon he'll visit afternoon shifts at several Blytheville plants and make an extended street handshaking tour.

He will be in Manila from 7 p.m. to 10 p.m.

Thursday morning he will shake hands with early shift employes at several Blytheville plants and then attend, in Osceola, the combined Lions-Rotary Club, noon luncheon before touring the southern portion of the county.

Friday morning he will again visit in Blytheville before leaving around 10 a.m. for Walnut Ridge.

Tryouts Today

Gail Wilf, secretary of the Blytheville Little League, has announced another tryout session for boys coming into the baseball program. Wilf said the final tryout session will be held today at 6 p.m. at the Little League park on South Ninth Street.

The league is open for boys living in or attending school in the Blytheville school district, born after Jan. 1, 1959. Each boy should bring a glove to the tryouts.

Wilf said the league will open regular season play May 30.

Charges Filed

Charges of assault with intent to kill have been filed against Edward Nichols, 31, of Caruthersville, according to prosecuting afterney Arthur T. (Art) Stephenson.

Nichols was arrested last Wednesday night after another city resident, Mrs. Melissa South, was wounded in the arm and wrist while she sat on the front porch of her residence, 110 South Pine, Pemiscot County sheriff's deputies reported.

Officers said Mrs. South's wounds were inflicted by a small caliber pistol fired from a passing car. She was not seriously hurt but was treated at Pemiscot County

Memorial Hospital in Hayli.

Approximately 40 minutes after the 7:15 p.m. shooting incident at Mrs. South's home, according to deputies, Nichols was arrested after officers allegedly ob-







Clipped By: historicbridges Wed, Jul 6, 2022

BRIDGE

(Castisued from Page 1)

spea extending 3,590 feet. The two-lane roadways over the deck will each be 38 feet in width, he said.

span will be 1,100 feet long, 2 compared to a 3,300 feet distance on the Tennessee side.

One million cubic vards of

One million cubic yards of sand will be pumped from the river to provide the foundation for the Missouri approach. A \$1.6 million contract for that phase of the operation was released last November to Potashnick Construction Co. of Cape Girardeau.



BRIDGE

(Continued from Page 1)

7,000 feet, with the main river spea extending 3,590 feet. The two-lane roadways over the dock will each be 38 feet in width, he said.

The Missouri approach to the span will be 1,100 feet long, compared 3,300 feet to distance on the Tennessee side. One militon cubic yards sand will be pumped from the river to provide the foundation for the Missouri approach. A \$1.6 million contract for that phase of the operation was relessed last November to Potashnick Construction Co. of Cape Girardeau.



Clipped By: historicbridges Wed, Jul 6, 2022

Copyright © 2022 Newspapers.com. All Rights Reserved.

Newspapers™

Caruthersville Bridge Contractor Named

Bethlehem Steel Corporation has been named prime contractor for the Interstate I55 bridge superstructure over the Mississippi River between Pemiscot County and Dyer County, Tenn.

The steel firm will furnish, fabricate and erect almost 10,000 tons of steel for the 3,590-foot-long crossing near

Caruthersville.

The 12-span structure is comprised of a two-span through - truss cantilever unit consisting of a 520-foot-long anchor arm span and a 920-foot-long channel span. This truss section is flanked on each side by four continuous girder spans and a simple girder span.

Minimum horizontal and vertical clearances will be 901 feet and 52 feet,

respectively.



The truss assembly will reach a height of 142 feet above the bridge deck.

The long-awaited bridge which will carry four traffic lanes, will eliminate several ferry crossings and provide a

big assist to motorists, as the nearest bridge is located about 100 miles upstream.

Steel erection will begin during the first quarter of 1973. In addition to ASTM A36 grade steel, other grades to be utilized in the structure include high-strength materials A572, A588 and A514. Steel members will be fastened together with high-strength bolts, also furnished by Bethlehem.

In addition to steel materials for the superstructure, Bethlehem is a lso furnishing approximately 1,200 tons of sheet piling, including its special high-strength interlock PSX35 sections, for an oval-shaped cofferdam which is believed to be one of the largest sand island type pier projects ever to be built.

Bids on the substructure and superstructure total \$18.4 million. At least three aditional contracts involving other parts of the bridge project remain to be let. The Federal Highway Administration, Department of Transportation, will provide federal financing for 90 per cent of the bridge, while the two states linked by the bridge will share the remaining 10 per cent.

Behtlehem's participation in the bridge project is being handled through the firm's central district, headquartered in Leetsdale,

Pa.

Caruthersville Bridge **Contractor Named**

CARUTHERSVILLE
Bethlehem Steel Corporation
has been named prime
contractor for the Interestate
155 bridge superstructure
over the Mississippi River
between Pemiscot County
and Dyer County, Tenn.
The steel firm will furnish,
fabricate and erect almost
10,000 tons of steel for the
3,590-foot-long crossing near
Caruthersville.
The 12-span structure is
comprised of a two-span
through truss cantilever unit
consisting of a 520-foot-long
anchor arm span and s
920-foot-long channel span.
This truss section is flanked
on each side by four 120-1001-long cnamer span-fhis truss section is flanked on each side by four continuous girder spans and a simple girder span. Minimum horizontal and vertical clearances will be 301 feet and 52 feet, respectively.



The truss assembly will reach a height of 142 feet above the bridge deck.

The long-awaited bridge which will carry four traffic lanes, will eliminate several ferry crossings and provide a big assist to motorists, as the nearest bridge is located about 100 miles upstream.

Steel erection will begin during the first quarter of 1973. In addition to ASTM A36 grade steel, other grades to be utilized in the structure include high-strength materials A572, A588 and A514. Steel members will be fastened together with high-strength bolts, also furnished by Bethlehem. In addition to steel materials for the superstructure, Bethlehem is a 1 s o furnish in g approximately 1,200 tons of sheet pilling, including its special high-strength interlock PSX35 sections, for an oval-shaped cofferdam which is believed to be one of the largest sand island type pier projects ever to be built.

Bids on the substructure and superstructure

type pier projects ever to be built.

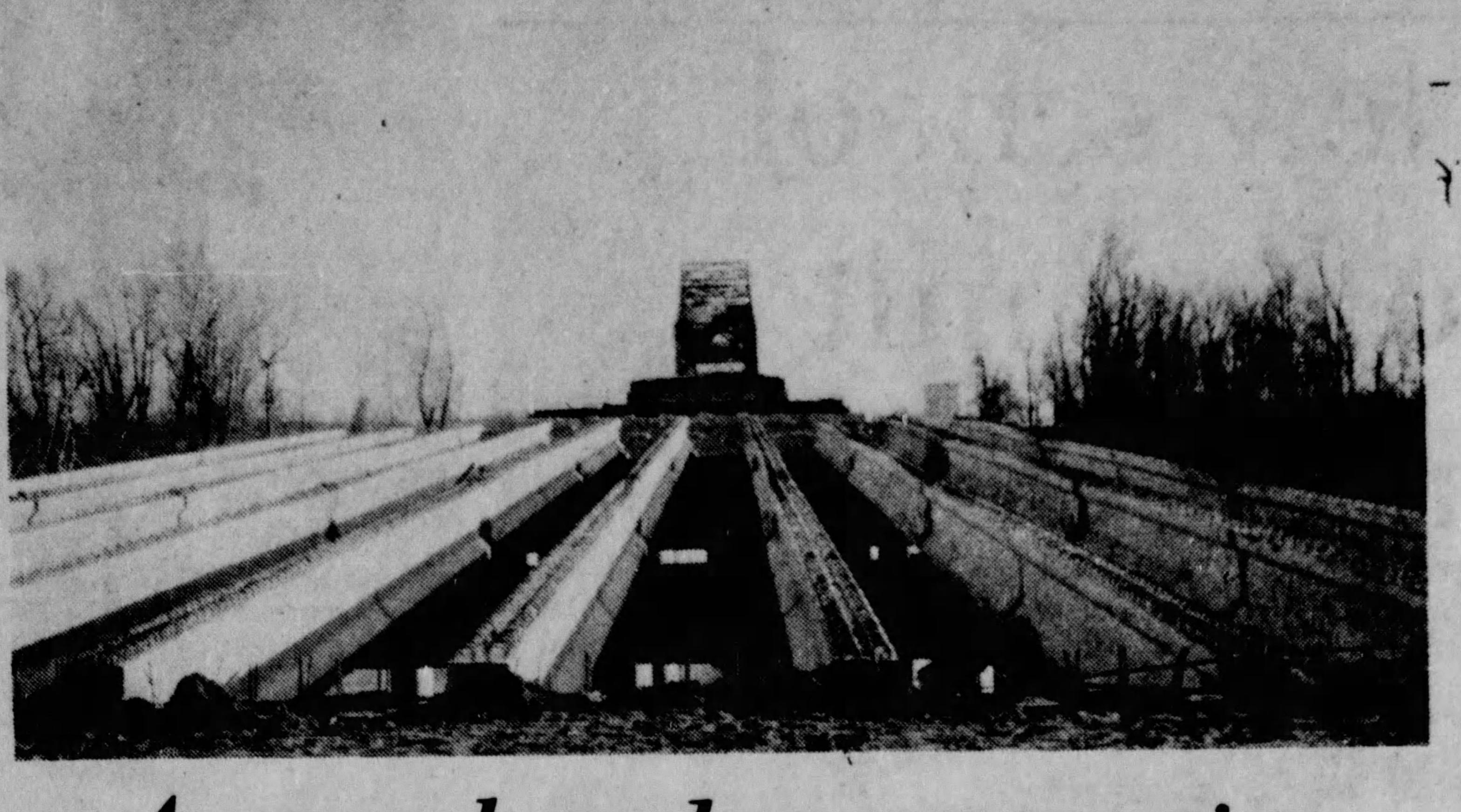
Bids on the substructure and superstructure total \$18.4 million. At least three additional contracts involving other parts of the bridge project remain to be let. The Fe de ral H igh way Administration, Department of Transportation, will provide federal financing for 90 per cent of the bridge, while the two states linked by the bridge will share the remaining 10 per cent.

Behtlehem's participation in the bridge project is being handled through the firm's central district, headquartered in Leetsdale, Pa.



Clipped By: historicbridges Wed, Jul 6, 2022

Newspapers™



Approach under construction

The Missouri State Highway Department is currently working on the approach to the Mississippi River bridge near Caruthersville. The prestressed concrete beams are now almost ready for the roadway to be layed. The bridge is tentatively scheduled for completion in 1976. Grading for the roadway from Interstate 55 southeast to the bridge is now underway also.

(Highway department photo)





Approach under construction

The Missouri State Highway Department is currently working on the approach to the Mississippi River bridge near Caruthersville. The prestressed concrete beams are now almost ready for the roadway to be layed. The bridge is tentatively scheduled for completion in 1976. Grading for the roadway from Interstate 55 southeast to the bridge is now underway also.

(Highway department photo)



Clipped By: historicbridges Wed, Jul 6, 2022

Copyright $\ensuremath{\mathbb{C}}$ 2022 Newspapers.com. All Rights Reserved.

Newspapers™

BRIDGES

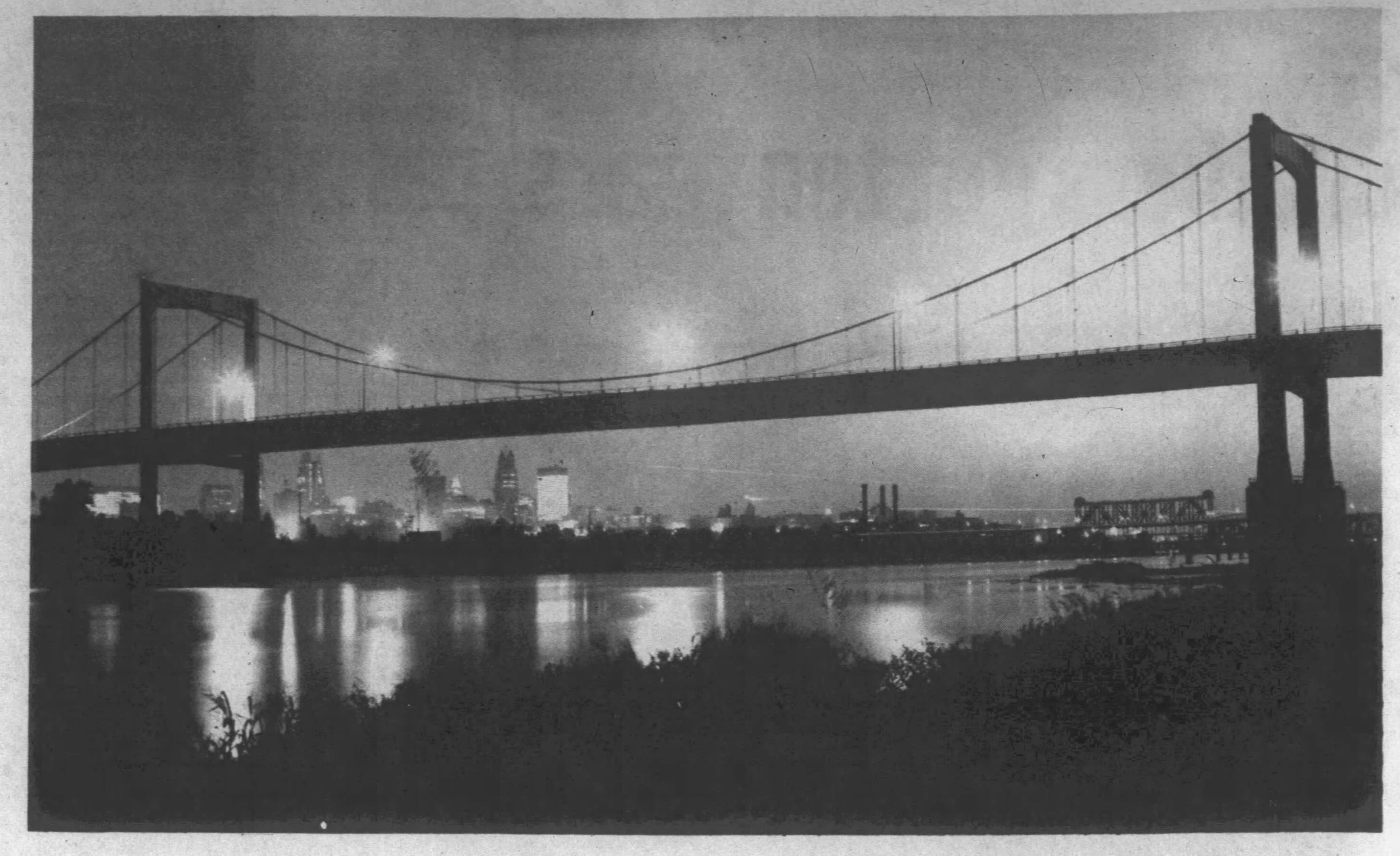


TO A NONOBSERVANT MOTORIST, the network of girders in a bridge's superstructure IS the bridge. Actually, it's one of the simpler problems of bridge building. Most of the engineering and design problems, as well as cost and labor, are found below.

-Mo. State Highway Dept. Photos



WORKMEN ARE NOW pouring concrete on the new 7,098-foot Mississippi River bridge near Caruthersville. Work on this first phase of the construction is about 20 per cent complete. The bridge on Interstate Route 155 is being built in cooperation with Tennessee.



THIS NIGHT SCENE of the Paseo Bridge in Kansas City is one of the most widely sought bridge pictures yet made by the Missouri State Highway Department. This is one of two suspension bridges built in Missouri in modern times. The other is on Route 5 near Camdenton.

OF MISSOURI

Missouri is a bridge state historically, symbolically and as
a practical reality throughout it
state highway system.

and the absence of ocean inlets and canals, Missouri now has 6,237 bridges (not counting the tens of thousands of culverts — less than 20 feet) in its 32,000-mile state highway system.

another midwestern state boasting many rivers and lakes, has only 3,100 bridges in its state highway system.

And not all these Missouri bridges can be classified as short spans crossing back-country creeks and connecting grade separations. Missouri benefits by, but also must contend with, two mighty rivers — the Mississippi and the Missouri. In addition to the dozens of smaller rivers, there are hundreds of streams traversing the Ozarks which sweep across the entire southern half of the state.

A quick study of Missouri's interest and concern with bridges would reveal:

That the 6,237 state bridges have a total area of 30,412,320 square feet and have a total length of about 250 miles.

Since 1956, the Missouri State Highway Department has averaged building about 300 new bridges per year.

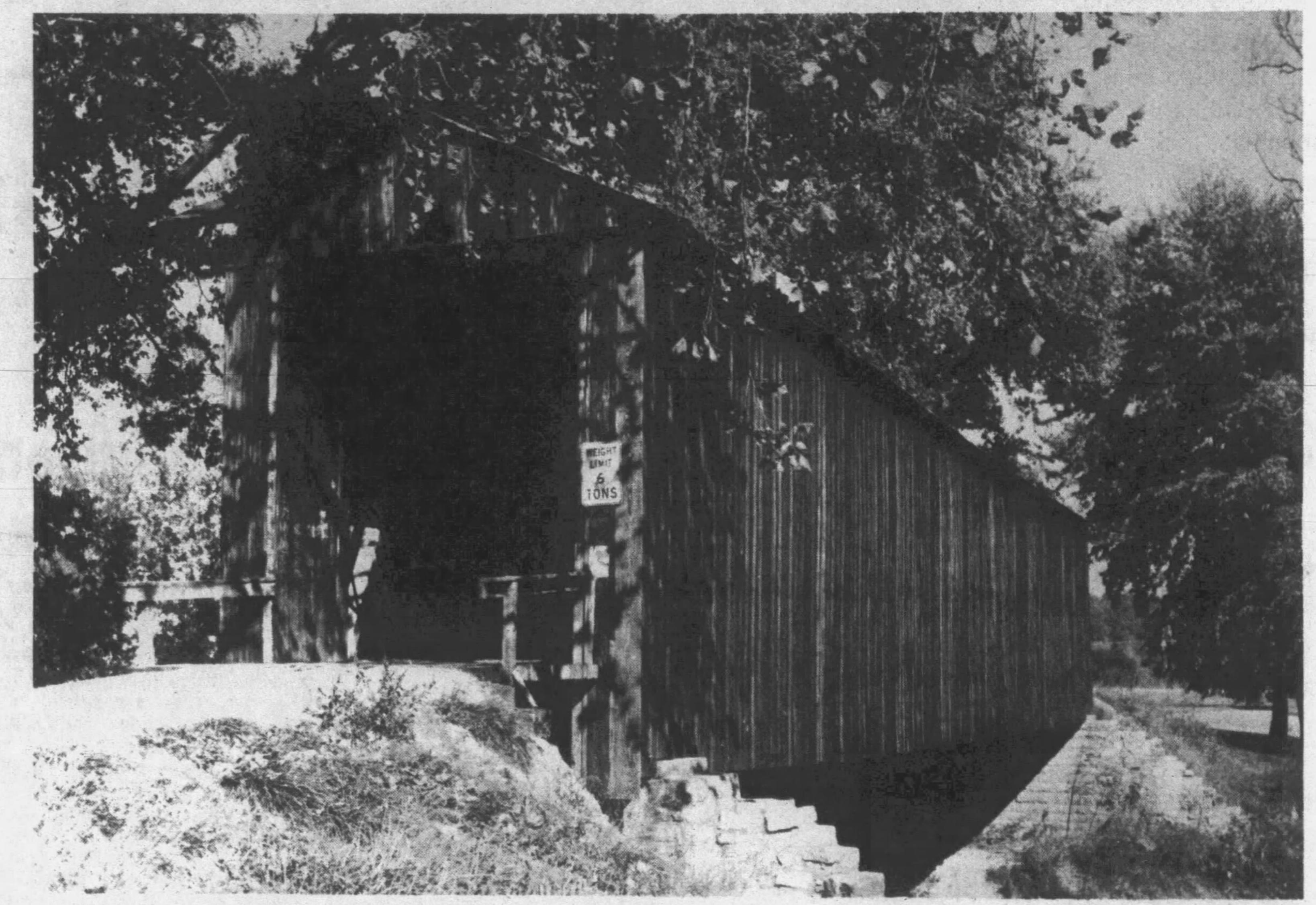
During the past 18 months, ending June 30, 1970, designs have been completed and contracts awarded for 363 new bridges, with a total length of 80,314 feet and a total contract cost of \$65,293,040. In addition, contracts were awarded for designs to extend, widen or for major repairs on 21 other

Since 1918, the Bridge Division of the State Highway Department has prepared designs for 10,931 structures, including multi-opening and special single opening structures, representing a total length of 1,426,946 feet, or approximately 270 miles.

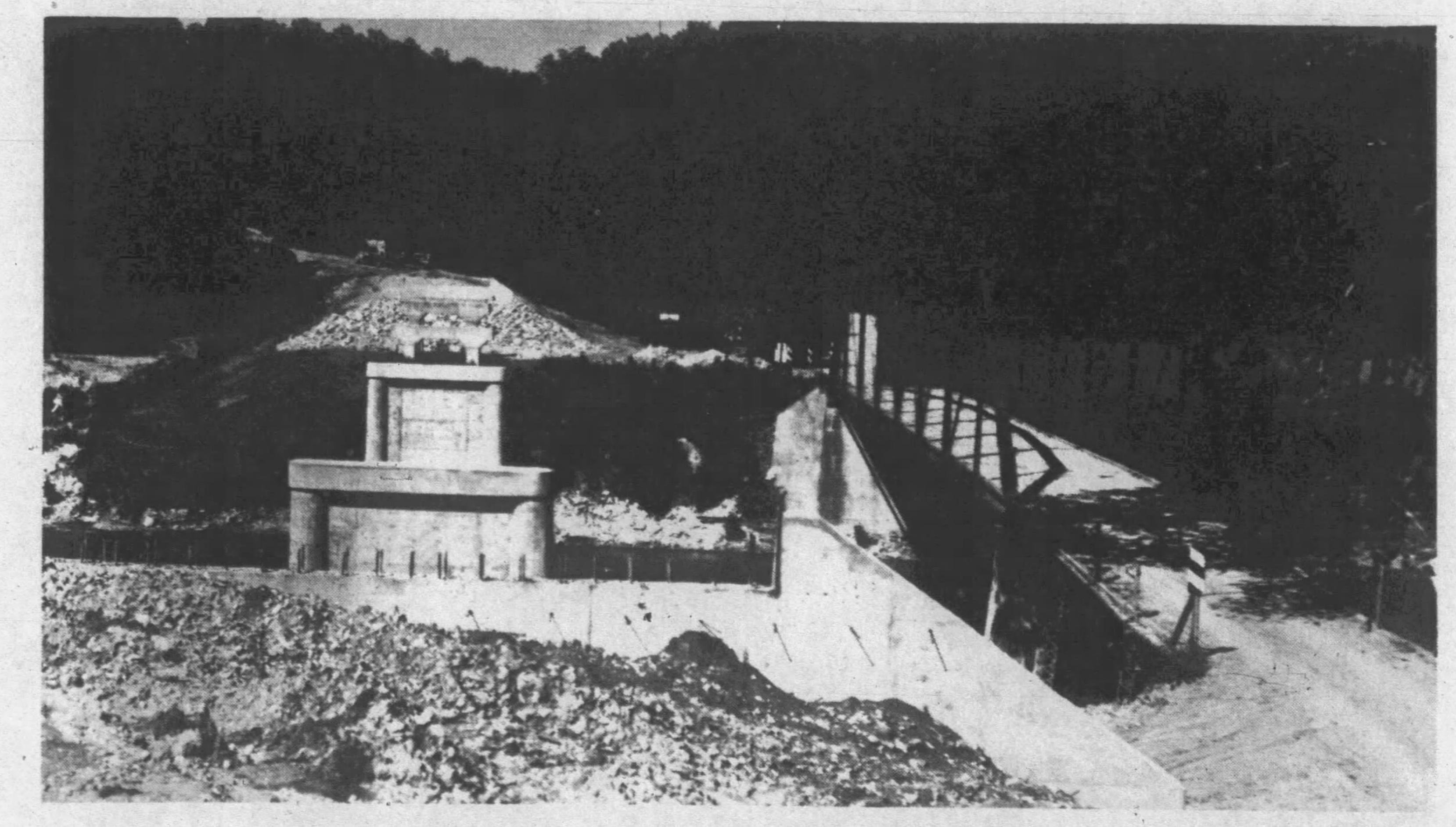
Five huge new bridges for the Mississippi (three) and Missouri (two) rivers are now under construction or in final design stages. Two are being built in cooperation with Illinois, one with Tennessee and one with Kansas. The longest of these will be across the Mississippi at Caruthersville (now under construction), with a total length of 7,098 feet.

The longest existing bridges in Missouri, including those over the Mississippi River, are:

Jackson county, inter-city, I-70 east, 8,019 feet; Mississippi County, Route 60, over the Mississippi, 5,177 feet; Jackson County, inter-city. I-70 west, 4,337; Clay County, Business Route 71, ASB bridge, 4,280 feet; St. Charles County, I-70 west, 4,083 feet; St. Charles County, Route 67, over the Mississippi, 3,640 feet; St. Louis County, Route 50 bypass, 3, 627 feet; and Cape Girardeau County, Route 74, over the Mississippi, 3,595 feet.

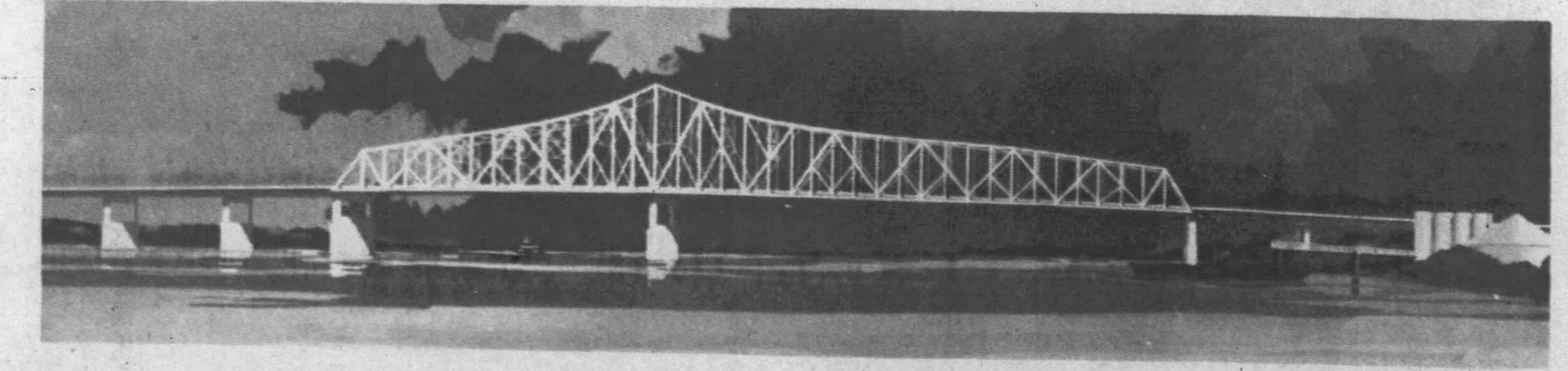


MUCH ADMIRED BY TOURISTS, the old covered bridges are one of our most charming reminders of early-day America. This bridge over White Water Creek at Burfordville in Cape Girardeau County is one of five left in Missouri.



During the past six years, about 300 inadequate bridges have been replaced on the state highway system. The new and the old, a typical example of the replacement

program, is shown here, side by side, with Route M's crossing of the James River in Stone County, southeast of Jamesville.



WHEN COMPLETED, the Caruthersville bridge, with two 38-foot roadways, will become part of Interstate

Route 155. This route begins at a connection with Interstate Route 55 near Hayti and will continue across the river, terminating at Dyersburg, Tenn.



Missouri

Bethlehem Steel Corporation, St. Louis, Missouri
Massman Construction Company & Al Johnson
Construction Company, Kansas City, Missouri
(joint venture)

Penzel Construction Company, Inc., Jackson, Missouri R. B. Potashnick, Cape Girardeau, Missouri J. A. Tobin Construction Company, Kansas City, Kansas United Contractors, Inc. & Subsidiary, Des Moines, Iowa

Tennessee

Bowyer-Johnson-Kimes, Jackson, Tennessee
King-Smith-Johnson, Memphis, Tennessee
J. B. Michaels, Brentwood, Tennessee
Pioneer Contraction Company, Inc., Dyersburg, Tennessee
Tillett Bros., Inc., Shelbyville, Tennessee

Subcontractors

Acme Electric Company, Cape Girardeau, Missouri
John F. Beasley Construction Company, Dallas, Texas
George Campbell Painting Corporation, Flushing, New
York
Clevi Devasier Construction Company, Union City,
Tennessee
James H. Drew Corporation, Indianapolis, Indiana
Gerstner Electric, Inc., St. Louis, Missouri
Girardeau Contractors, Inc., Cape Girardeau, Missouri
Israel Brothers, Inc., St. Louis, Missouri
J & N Industrial Painting, Inc., Campbell, Ohio
Mark Parker Contractor, Mt. Vernon, Missouri
Toledo Scale, Division of Reliance Electric Company,
Prairie Village, Kansas
Townsend Electric Company, Jackson, Tennessee

Ballew Enterprises, Inc., Florence, Alabama
C & D Safety, Nashville, Tennessee
Caldwell Fence Company, Inc, Maryville, Tennessee
Chancellor & Sons, Inc., Memphis, Tennessee
Cultra Landscape Supply, Union City, Tennessee
Ford Construction Company, Dyersburg, Tennessee
J. A. Hadley, Inc., Humboldt, Tennessee
McKinnon Bridge Company, Inc., Franklin, Tennessee
Mangrum Bros., Franklin, Tennessee
Sessions Sealing & Maintenance, Nashville, Tennessee
Southern Paving Corporation, Germantown, Tennessee
Thompson Fence Construction Company, Memphis,
Tennessee
R. L. Vaughn, Inc., Brentwood, Tennessee

Prepared by

MISSOURI STATE HIGHWAY COMMISSION
in observance of ceremonies dedicating
INTERSTATE ROUTE 155 AND BRIDGE
Pemiscot County, Missouri-Dyer County, Tennessee
December 1, 1976

Consulting engineers for bridge: Sverdrup & Parcel and Associates, Inc. December 1, 197 11:00 a.m. Commemorative Bridge Edition Dec. 1, 1976



File Folders Carpetas para archivo

75706

WWW.pendaffex.com MADE IN MEXICO / HECHO EN MÉXICO



A special memorial bridge edition

'The Impossible Dream' comes true

Democrat-Argus

Caruthersville, Mo.

(30 pages)

Wednesday, Dec. 1, 1976

Researched and compiled by Teresa Clayton

Cost, specifications told

An official of the Missouri Highway Department in Jefferson City has estimated the cost of the spanking new Caruthersville Bridge and connecting highways on both sides to be more than \$70 million. When the project was approved and announced by then President Lyndon Johnson in 1964 it was estimated the cost would be in the neighborhood of \$19 million.

Thirty years to the month that the Caruthersville Chamber of Commerce signed a contract with a St. Louis engineering firm to conduct a feasibility study, the new bridge across the Mississippi River will be dedicated and opened for traffic

The Caruthersville Chamber of Commerce launched in December, 1946, the first study, at a cost of \$2,500, with half of the amount paid by the Dyersburg, Tenn., chamber.

Although estimates on Tennessee construction have not been finished because not all of the work has been done on that side of the river, the bridge and Missouri's share of connecting highway total \$48,950,000, the highway offical said

The bridge itself, which was built in stages, contains nearly 20 million pounds of steel, or to be exact, 19,712,000

The total bridge length is 7,098 feet, or 1.34 miles. On the Missouri side, there are 13 approach spans, while on the Tennessee side there are 35 approach spans. The bridge, with a median divider, has two 12-foot lanes for each direction of traffic.

The bridge crosses the Mississippi River approximatel three miles southeast of Caruthersville, making it the onl crossing of the Mississippi in the 219-mile distance from the south of the mouth of the Ohio River at Cairo, Ill., the bridge at Memphis, Tenn.

More about the cost of the bridge:

Of the \$48,950,000 cost that is Missouri's share, som \$12 million has been spent by Missouri for its share of the approaching highway. Missouri officials estimate that Tennessee's construction costs will be approximately \$2 million, based on some 20 miles of new highway construction as compared to only 10 miles on the Missouri side.

The cost figure of \$48.9 million includes virtually every expense encountered by the Missouri Highway Department including right-of-way, land acquisition, and construction cost overruns.

Resident engineer leaves

For many, many years residents in the Caruthersville area have waited for the bridge across the Mississippi River into Tennessee. Now we have it but as a result of its completion, this community is losing a well-liked family—the Schenkes.

It's ironic that a man largely responsible for the completed superstructure is leaving the area as a result of the bridge finally being finished. That man is Bill Schenke, the resident engineer of the project for the past six years and nine months.

"We knew when we moved to Caruthersville that some day we would have to leave," Mrs. Barbara Schenke remarked. "We just didn't know it would be so hard to leave the community and friends we have made. If it was our choice, we would stay. I'll say this: We'll be back some day."

Her husband, Bill, the engineer, said the most satisfaction he has gotten since coming here in 1969 was "the nice people we've met. That's the hardest part about leaving."

The Schenkes have moved to Northeast Missouri, around Mexico, Mo., where Bill is in charge of administering highway contracts. The family left Oct. 31st.

"It's hard to leave," Bill said just prior to moving, "but we've got to go where they send me. That's the kind of job I have."

In talking about the bridge project, Bill said the biggest osbstacle to overcome was time. "Getting the individual jobs done on time was often a problem, mostly because of

hold-ups in supplies coming in or contracts being awared," he said.

The engineer said two things made the job worthwhile.
"The first thing is that the project was something of vital interest to the people. They appreciate it and that makes me appreciate what I did even more.

"The second thing is I had the opportunity to get involved with a number I different people. We had Coast Guard people working on the project, Florida divers, and other workers from throughout the United States. We had some people who could hardly speak English, from Mexico and elsewhere, and it was very interesting working with these people."

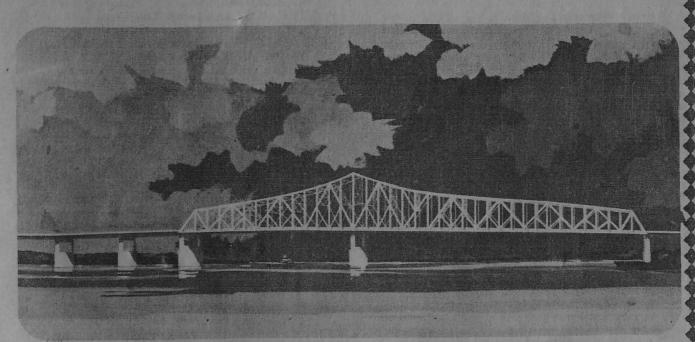
Mrs. Schenke, in talking about being the wife of a resident engineer, said again "we knew we would eventually have to move but we didn't think it would be so hard to leave the many friends we made. Caruthersville is home to me."

She added that her husband being away so much didn't bother her. "Yes, he had to be gone a lot, often out of town on business, but he usually made a point to drive back the same day. The hardest part about being the wife of a resident engineer is moving after a project is finished."

The Schenkes are now gone but the bridge will be kind of a reminder to the friends they made as to what they meant to the community.



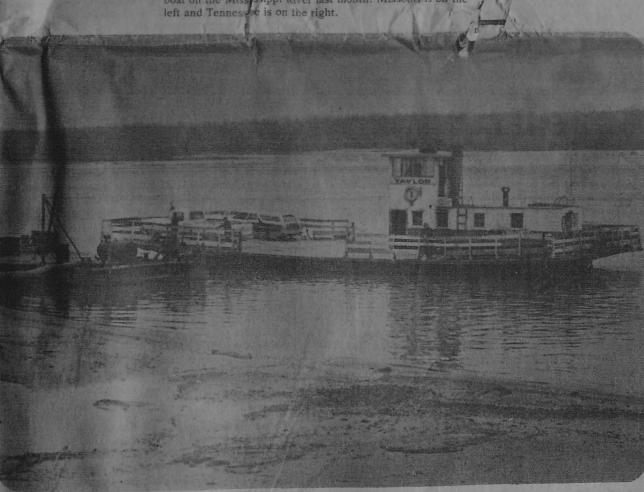
AN AERIAL VIEW of the new Caruthersville Bridge was taken recently by local photographer Mike Dale. The photographer is looking toward Missouri from Tennessee. The photo shows the highway work that remains to be finished in Tennessee (lower portion of photograph).



THIS ARTIST'S CONCEPTION of what the Caruthersville Bridge would look like was made before any construction had started. This shows the bridge looking north on the Mississippi River. Missouri is on the left.



THE CARUTHERSVILLE BRIDGE as it looks today. This is an actual photograph of the bridge taken from a boat on the Mississippi River last month. Missouri is on the left and Tennessee is on the right.



END OF AN ERA --- With the dedication and opening of the Caruthersville Bridge Dec. 1st, the era of the ferry as the only mode for motorists to cross the Mississippi River will end. This picture shows the Cottonwood Point ferry in operation. Turn to the back page for a feature about the ferries.

Dedication program listed

The special dedication program at the site of the Caruthersville Bridge at 11 a.m. December 1st has been announced. Following this program there will be a local celebration and banquet at 12:30 p.m. in the Caruthersville High School Gymnasium.

J. F. "Pat" Patterson, former Missouri State Senator and now the secretary of the Missouri-Tennessee Bridge Commission, will be the master of ceremonies. The invocation will be given by the Rev. Ira Singleton, president of the Caruthersville Ministerial Association.

The combined Units of the Missouri and Tennessee National Guards will present the American Flag.

Marguerite Piazza of the New York City Center of the Metropolitan Opera Companies, will sing the National Anthem. She will be accompanied by the unified bands of Caruthersville and Dyersburg, Tennessee.

Patterson will then give the welcome and introduce the special guests.

map s

Remarks will be made first by Governor Ray Blanton of Tennessee and then Governor Christopher S. Bond of Missouri. Following their remarks, the ribbon across the bridge will be cut, signaling the beginning of a new era in this area.

The Rev. Sam Boney, president of the Dyersburg, Tennessee Ministerial Association will give the benediction.

A red, white, and blue program will be available to those who attend the dedication. The front of the program is a map showing the route across the Missispipi River and

also shows a picture of the Caruthersville Bridge.

Also included on the program are project facts, members of the Missouri State Highway Commission, and members of the Tennessee Department of Transportation.

The program was prepared by the Missouri State Highway Commission in observance of ceremonies dedicating Interstate Route 155 and the bridge.

History of Tennessee-Missouri Bridge Commission

Many questions are in the air these days after news that the long sought bridge linking Tennessee and Missouri has been placed on the Interstate system. Perhaps the question most frequently asked is, "When did the bridge project first start?" Efforts on the project have been in progress for so many years many have lost track of the time it began.

To clearly determine the first starting of the project would be most difficult but it probably started soon after God designed and placed the Mississippi River in place forming a border between two areas otherwise having common interests, both material and spiritual. It can be assumed, without possible contradicition, that when two or more men gathered on the banks of the "Mighty Mississippi" and looked toward the opposite shore, someone suggested that efforts should be made to span the river. It probably occured regardless of which side of the river the men met on.

We do know that suggestions have been made for many years and some have even suggested that combined efforts be exerted-but leadership was not forthcoming until about 1939 when the County Court of Pemiscot County, with Judge Morrison Rowland serving as Presiding Judge, executed a contract empowering former Senator A. L. McCauley to explore and promote such a project. The contract has no termination date and as far as we can determine, little or no efforts were made as a result of the contract. Senator McCauley is still living but has not been active in the promotional field for several years.

In 1946 the Caruthersville Chamber of Commerce was reactivitated and it was shortly after this reorganization that a new Board of Directors was elected to the Caruthersville Rotary Club, with Cecil Book being named incoming President of the club, and the new board in trying to find a good club project, decided to promote the construction of a bridge. The idea soon was found to be larger than just one club and it was suggested it be turned over to the newly reorganized Chamber of Commerce.

The late Charles G. Ross was President of the Chamber of Commerce and he started his board working on the suggestion. Realizing that both sides of the river would be greatly affected, a meeting was arranged with the Dyersburg Chamber of Commerce and other interested people from both sides of the river. The mass meeting was held on Sunday afternoon, September 15, 1946, in Dyersburg and was the first day of employment of the writer as Executive Secretary of the Caruthersville Chamber of Commerce. Mr. Ross was named Chairman and the writer Secretary of the "HANDS ACROSS THE RIVER COMMITTEE" and people were named to the committee from each and every service and civic club, mayors and city councils and other influential people in Southeast Missouri and West Tennessee. Subsequent meetings were held developing public interest and efforts were made to determine the proper procedure

In November of 1946 the writer received a call from the District Engineer of the Corps of Engineers, Memphis District, Col. L. H. Foote who suggested we contact L. J. Sverdrup of Sverdrup & Parcel Inc., Consulting Engineers of St. Louis, and Mr. Ross, Leonard L. Limbaugh and the writer called on Mr. Sverdrup only to find he was General Sverdrup and that he had recently returned from active duty as Chief Engineer under General McArthur in the South Pacific. After listening to us he suggested we call a meeting and he would send a Vice President, G. Wood Smith, to the meeting to fully and completely explain some of the steps necessary to promote such

meeting to fully and completely explain some of the steps necessary to promote such a thereville early in December of 1946 and from the ting the Caruthersville Chamber of Commerce signed a chact with Sverdrup & Parcel, Inc., for an out of pocket defense feasibility study to be made. It was learned such a study would cost \$2,500 or less and the Dyersburg Chamber of Commerce agreed to pay one half the actual cost of the study. The actual cost was \$1,825.35.

The study was made in the spring of 1947 and revealed, among other things, that the potential traffic flow would not be sufficient to meet the estimated cost of such a project for several reason We have a wide river, a deep river, a swift river and a large overflow plane, all very objectionable to such a project having such limited potential earning and man sources were explored. Under the continued leadership of Mr. Smith, General Sverdrup and their legal staff, we explored many possible programs, only to run face to face with REALITY, NO SUPPLEMENTAL FUNDS WERE AVAILABLE.

In 1948, Mr. James M. Reeves enlisted the interest of a personal friend of his, Mr. Carl Trauernicht, of the renowned law firm of Charles and Trauernicht of St. Louis and they, with Mr. Smith and his legal staff made a study of Federally appointed Bridge Commissions and then a study of Federally appointed Bridge Commissions and then a study of the New York Port Authority and from this study they drafted two bills for the General Assembly of Tennessee and Missouri to pass, creating a Tennessee-Missouri Bridge Commission. Such a study took several months, all without compensation, and in the spring of 1949 the writer, with Dennis L. Cain, L. K. VanAusdall and the late N. W. Helm, met a group of men in Dyersburg, among whom were members of the Tennessee Legislature. Since the Tennessee Legislature had only 28 days remaining in their session, it was decided they would introduce the bills immediately and they could be introduced in Missouri at the same time but the press of time was not so great in Missouri. The bills passed in Tennessee with very few corrective amendments and they were introduced in the Missouri Senate first, by former Senator John W. Noble of Kennett and the late Senator Yewell Lawerence, representing our district. Following their passage from the Senate in Missouri, the bills were handled in the House by the late Representative John T. Buckley of Hayti. They received final passage at 2:30 P.M. on the day adjournment was had

The bills formed a compact between the two states and the late Governor Forrest Smith of Missouri named N. W. Helm, M. R. Rowland and S. P. Reynolds to sign the compact for Missouri and the then Governor Gordon Browning of Tennessee named Attorney General Roy Beeler, highway Commissioner E. W. Eggleston and State Treasurer W. D. Estes to sign the compact for Tennessee. Signatures were secured by the writer and the bills dispatched air mail to Congressman Paul Jones in Washington. They were handled by Congressman Jones and the late Congressman Jere Cooper of Tennessee and after passage, were sent to the Senate where the late Senator Estes Kefauver handled the early stages but during his absence, final approval of the Public Works Committee of the Senate was secured by former Senator Forrest Donnell.

Senator Donnell knew nothing of the project and the writer received a telephone call one afternoon from Mr. Helm, who spent a lot of time in Washington securing passage of the legislation, asking that six telegrams be sent Senator Donnell and the other Missouri Senator, Senator Kem, the telegrams to come fromRepublicans of our community, urging their support and participation. Upon receiving the call, the writer went immediately to Western Union, sent the wries, signing the following names to them, C.F. Bloker, L.L. Limbaugh, Chas G. Ross, J.R. Hutchison, a,B. Rhodes and L.W. Dillman. Fortunately, we called each man after the wires were sent, for Senator Donnell called two of them that night and the next day final passage was

secured at 2:00 P.M. before final adjournment at 5:30 P.M. "THAT WAS CLOSE AGAIN".

The Act provides that the Governor of each state shall name five members to the Tennessee-Missouri Bridge Commission. Governor Smith named the following men: N. W. Helm, 5 years; S. L. Hunter, Sr., New Madrid, 4 years; Dr. E. L. Spence, Kennett, 3 years; S. P. Reynolds, 2 years and M. R. Rowland, 1 year. Governor Browning named the following: W. A. McCutcheon, Tiptonville, 5 years; Dr. P. E. Miller, Tigrett, 4 years; Jones Greer, Dyersburg, 3 years; T. J. Walker, Dyersburg, 2 years and M. J. Everett, Obion, 1 years

The first meeting was held at Reelfoot Lake on September 14, 1949, and the following officers were elected: Chairman, N. W. Helm; Vice Chairman, W. A. McCutcheon; Treasurer, Jones Greer, and Secretary, J. F. Patterson. After a concentrated beginning in September 1946, an authoritative body had met to begin work on the projectjust one day less than three years later. It should never be forgotten than Mr. G. Wood Smith, Vice President of Sverdrup & Parcel, Inc., had attended every meeting during the years of promotion, legislative action and the first meeting for organization of the Commission-at no cost to anyone, and the Caruthersville Chamber of Commerce paid expenses for the meetings, when it had the money, and the members paid their own expenses otherwise. It should also be remembered that Mr. James M. Reeves attended each and every meeting and at the second meeting in November. 1949, contracts were signed making Sverdrup and Parcel, Inc., the consulting engineers and Ward & Reeves as legal consultatnts, even though no money was available for either

After the November meeting the river was at flood stage for a long period of time and the next meeting was held in Memphis, Tenn. where each member contributed \$100.00 to be used for expenses since the Caruthersville Chamber of Commerce was out of funds and the secretary had not been paid for three months. Thus, the Tennessee-Missouri Bridge Commission continued to explore every means of financing the project.

In December 1950 the writer received a call from Mr. Trauernicht stating that an introductory clause had been inserted in the Act by the House Public Works Committee that "the issue of this commission shall be subject to the Tax Laws of the United States". Since the records of law do not provide a precedent on bi-state commissions, Mr. Trauernicht said it would not be possible to approve bonds issued by the Bridge Commission. This information resulted in a conference and an appointment was secured with Mr. John W. Snyder, then Secretary of the Treasury, for Friday, January 13, 1950. The conference was attended by nine men and on the followng Thursday the opinion was received from Mr. Snyder stating the Tennessee-Missouri Bridge Commission DOES have authority to issue taxexempt bonds. According to Mr. Reeves and Mr. Trauernicht this is the first time in history up to that time that such an opinion had ever been secured from the Treasury Department and we have since had many requests from certified copies of the opinion.

While in Washington for the above conference, we visited the White House and President Harry S. Truman requested us to give him a detailed report on what we had been able to do up to that date. President Truman suggested that we visit the Bureau of Public Roads and request financial assistance and had members of his staff make the appointment. It was at this conference with Mr. Tom McDonald. Administrator of the Bureau of Public Roads CANNOT PARTICIPATE IN PROJECTS OTHER THAN THOSE PROPOSED AND PLANNED BY THE HIGHWAY DEVELOPMENTS OF THE THEN 48 STATES. This information has been so completely misunderstood and misquoted thru the past years that it has caused us quite some concern at

On June 20, 1951, another trip was made to Washington, at the request of President Truman for a visit with the Bureau of Public Roads., Mr. Reeves, with the assistance of Mr. G. Wood Smith, presented a plan of securing funds for a comprehensive traffic and costs estimate study where the two highway departments would provide \$25,000 each and this be matched with \$50,000 from the bureau, thus providing a total of \$100,000 for the study. It was clearly pointed out several times that no part of the allocation of funds could be used for expense of the Bridge Commission and that all contracts must first be approved by the two Highway Departments and then the Bureau of Public Roads before they became final and all disbursements must be made by the Bureau. Several months were required to work out the agreements and secure final approval of the plan and the Bridge Commission issued a call for bids on August 14, 1951. Contact with several firms had been made prior to the call and on August 17, Deleuw, Cather Company of Chicago was subsequently approved to make the traffic study and Sverdrup & Parcel, Inc., was approved to make the cost estimate study. The studies were made on three possible sites, near Powell's Ferry at Caruthersville, at Cottonwood Point and at Bells Point-Tennemo. The total cost of these studies was \$49,000.

The studies were begun at different times to permit taking advantage of weather conditions and the traffic study made at a time when more traffic would be available for study but all were completed in the spring of 1952. Even tho the studies revealed the cost estimates on three sites and the traffic studies were made on the same three sites, it was most interesting to find that the site having the lowest estimated cost was also the site having the greatest potential earning power from traffic tolls. This was the site at Powell's Ferry. The application was then made to the Corps of Engineers for a public hearing which was advertised and subsequently conducted by Col. Allen F. Clark, District Engineer of the Memphis District, along with members of his staff. The hearing was held in the Court House at Caruthersville on November 25, 1952, and the Bridge Commission held an executive session later in the offices of Ward & Reeves. Requests were discussed, said requests being from Dyersburg that a hearing be held there. Col. Clark informed everyone that the law provides that the hearing be advertised, which was done, and that he had no authority to conduct another hearing. The Bridge Commission agreed to hold a hearing at Dyersburg and this was done on December 11, 1952. The only evidence offered at this hearing was the opinion of Dyersburg residents and that they wanted the bridge at Cottonwood Point even though the Corps of Engineers had stated repeatedly that the condition of the banks and channel of the river would not permit them to consider this site. Final Corps of Engineers approval of the Powell's Ferry site was received August 5, 1953. The approval states that construction must be completed within three years and if not yet started or completed, the approval could be extended. This approval has been extended from time to time to the present date and the date now shows 1965; this being the date the project must be started

The study revealed the estimated cost as \$12,352,000 and revenue from traffic tolls would only finance about six and one half million dollars. Many meetings were held in Jefferson City and Nashville before the Highway Commissions requesting supplemental funds only to find that the Missouri Highway Commission had committed themselves to a ten-year program which would use every available dollar for every fund possible including funds from the Bureau of

Public Roads for Primary Road construction. Tennessee was not able to commit funds to the project as they were matching every federal dollar possible on their highway system and could not divert any of their funds to our project.

Mr. Helm, Mr. Reeves, Mr. G. Wood Smith and the writer appeared before the Reconstruction Finance Corporation in Washington requesting they purchase our bonds on long term financing, low interest rate plans and after a period of study, word was received that they would not be able to grant the request but rather than have the records show a refusal, it was suggested we withdraw the application which was done.

Studies were made of the possibility of organizing a County Bridge District in both Tennessee and Missouri for the purpose of issuing bonds for the construction of the bridge and it was learned no legal authority could be established for this purpose. Meetings with the Highway Commission of Missouri were held requesting an agreement providing for the two states to supplement the needed funds and the act be amended to provide that the states could be reimbursed for any suplemental annual payment made by them after the tolls reached an amount in excess of the amount needed during any one annual period and by continuing the tolls after the bonds were retired for a period of time to sufficiently repay the amount each state had contributed during the entire life of the bonds issue. We could not find legal approval of this plan.

While exploring every possible means of financing the bridge project, we had the support of many, many people interested in the final accomplishment of the project but it seemed that every where we turned we were confronted with the fact that our project was of such terrific expense, beyond the potential earning power from tolls, it was just not possible to finance the project. Our consulting engineers called the attention of the Bridge Commission to the provisions to finance the project. Our consulting engineers called the attention of the Bridge Commission to the provisions of the Act creating the Commission and suggested that efforts should be directed to increasing the potential earning power by increasing the traffic flow in the area and that the Act gives authority for the Bridge commission to own and operate ferries in the area of the approved site and for 25 miles in each direction therefrom.

It was suggested that the Bridge Commission might acquire the ferries in the area, increase the number of ferries, improved the services and thus attract additional traffic to the area. This purpose might also be accomplished by improving the highway systems on both sides of the river in the general area to be served by a bridge in this area. Efforts were then directed toward acquiring the Powell's Ferry at Caruthersville first and thru the efforts of Mr. Reeves and the full cooperation of Mr. Eric Taylor and his brothers we were able to secure an option on the Powell's Ferry. It must be recorded here that the Taylor brothers always gave the fullest cooperation to traffic studies and traffic counts at any time requested to do so. Such cooperation has always received the highest praise of members of the Tennessee-Missouri Bridge Commission. An option was secured on the Tiptonville Ferry and the Cottonwood Point

Attempts were made to secure financing of the ferries under option but because of the high purchase price we could not interest financing interests in buying revenue bonds for this effort. After many conferences and discussions, the owner of the Tiptonville Ferry proposed to sell the Bridge Commission his ferry and subsequent negotiations resulted in the issue of bonds which were taken as payment for the facilities and the Bridge Commission was in business.

Thru the efforts of Mr. Fred Duschl, former owner of the ferry, the Commission purchased a new barge in order to operate two fetries and the payment of this purchase was made before retirement schedule started on the bonds. Traffic was increased at this one point for a long period of time until an accident took the life of one employee and cost several thousands of dollars in repairs. This caused a decrease in traffic for a long period of time. The continued changing of the channel and the appearance of sand bars in various places created difficulties in this ferry operation, and after five years and little increase in traffic the facility was returned to the former owner as it was apparent the procession was not doing what was apparent for

operation was not doing what was proposed and hoped for.

Even while operating the ferry, the commission discussed financing plans at each monthly meeting. All services rendered by members of the Bridge Commission in the operations of the ferry, as they continued exploring financing plans, were without compensations to the members, and the writer, who served as manager of the operations, was the only person receiving any compensation at all, since he left the Caruthersville Chamber of Commerce for full time duty with the ferry operation.

It should be noted that personnel changes had been made in the Bridge Commission, some from death and others from expiration of terms of appointment. Dr. P. E. Miller of Tigrett, N. W. Helm, chairman of Caruthersville. Judge M. R. Rowland of Caruthersville, S.L. Hunter, Sr. of New Madrid and Jones Greet of Dyersburg have all passed away after serving for many years on this project. Former members still living at the time of writing this history are S. P. Reynolds, Caruthersville W. A. McCutcheon, Tiptonville, T. J. Walker, Dyersburg, and Dr. E. L. Spence, Kennett, who served as chairman following the death of

The present members are as follows: Chairman, Miller Everett, Obion, the only original member still on the Bridge Commission; Vernon Forcum, Dyersburg; E.T. Palmer Dyersburg; James Lanier, Dyersburg, and Robert Sweatt, Ridgeley, all in Tennessee. Gordon S. Wright, Vice chairman, Caruthersville; Crews Reynolds, Caruthersville; Joe R. Tipton, Caruthersville; Tom F. Hunter, New Madrid and S. Jones, Kennett, all in Missouri. The writer, J. F. Patterson, has served continously as Secretary and James M. Reeves has served as Legal Consultant.

The Interstate System of Highways, consisting of 40,000 miles, was created about 1946 and efforts of Senator Albert Gore of Tennessee to secure an additional 2,500 miles resulted in only 1,000 miles being added. The Bridge Commission supported Senator Gore in his efforts believing that if 2,500 miles were added, our project might well be added to the Interstate System. Following the addition of the 1,000 miles, the Bridge Commission, thru the cooperation and direction of Mr. J. J. Corbett, then Chief Engineer of the Missouri Highway Department, made application for approval of a route from 1-55 in Missouri, presently U. S. 61, to I-40 in Tennessee, presently U. S. 70. Mr. Rex Whitton, former Chief Engineer of the Missouri Highway Department and now Administrator of the Bureau of Public Roads, has always been interested in linking the states of Tennessee and Missouri with a bridge since they are the only states having the Mississippi River forming a boundary between the states, that are not connected with one or more bridges.

Unfortunately, the application for Interstate mileage could not be approved because the full program was not far enough advance to accurately determine how many miles would be available. He suggested that we not withdraw the application but that it be left as a continuing application for future consideration. This had the approval of the Highway Commissioner of Tennessee and the Highway Commission of Missouri

As the Interstate Program advanced it became apparent that from the many applications for additional mileage, extreme care would be required in the allocation of what mileage remained in the 41,000-mile Interstate System. To this end, an edict was handed down by the late President John F. Kennedy, that all changes requiring additional mileage, must be cleared thru the President's Office.

The late Senator Estes Kefauver of Tennessee had been interested in the bridge project for many years and we had been in correspondence and personal contact with him on many of his visits to West Tennessee. He scheduled a meeting in Washington with Mr. Whitton, the Administrator of the Bureau of Public Roads, and requested members of the Bridge commission, Highway Commission of Misouri, Commissioner of Highways of Tennessee and other congressional members of the two states to attend the meeting. Senator Kefauver insisted that the Bureau of Public Roads could provide 50% of the cost of the project from federal funds despite the repeated declarations that the Federal Code provides that the Bureau of Public roads cannot participate in the financing program of any project other than those proposed and cooperated in financially by the Highway Departments of the States.

Following the meeting in Mr. Whitton's office, two members of the Missouri Highway Commission, the Chief Engineer, Mr. Marvin Snider, and his Assistant chief Engineer, Mr. Dick Curry, along with Mr. Gordon Wright, member of the Bridge Commission, and the writer, secretary to the Bridge Commission, were having a discussion of the problems confronting any group making such an extended effort, and Mr. Snider then gave the solution to the financing problems in one proposal. The proposal was that Governor John M. Dalton, who has always been a strong supporter and booster of the bridge project, would present a plan to the Governors of Illinois, Kentucky and Tennessee which, with their cooperation, could result in final acceptance of the proposal to link Missouri and Tennessee with an Interstate Route. It was necessary that such a proposal be kept confidential until all details could be worked out and Governor Dalton could have time to make certain arrangements and agreements.

The following week Mr. Snider made the first move when he secured a conference with Governor Dalton with the proposal. Governor Dalton gave full approval and Mr. Shider then began work on details which later the governor used in his arrangements and agreements.

The proposal was that Missouri would support Illinois relative to their desire to take the second place recommendations on the final location of an Interstate Route designated as I-24, PROVIDING it met the approval of the Governor of Kentucky and the Governors would support the petition before the Bureau of Public Roads placing a link between Tennessee and Missouri on the Interstate System.

It is not possible to record here the number of man hour, the engineering studies and the number of meetings and conferences necessary to securing such an agreement and proposal. Governor Dalton was the motivating force and with the able engineering assistance of Mr. Snider, we can now point with great pride to the final acceptance of their proposal by the Governors of Tennessee, Kentucky and Illinois.

During the many months of meetings and negotiations Governor Dalton worked with former Governor Buford Ell ington of Tennessee and his successor, Governor Frank Clement; former Governor Combs and his successor Governor E. T. Breathitt of Kentucky, and during the entire period of time with Govern Otto Kerner of Illinois. While great commendation is rightfully due Governor Dalton, without the fullest cooperation of Governors of the states listed above, the project could not have reached a successful conclusion of acceptance by the Bureau of Public Roads, even the Administrator Rex Whitton had every desire to secure final acceptance of the proposal.

A meeting was arranged by Governor Dalton for the four Governors to meet with the late President John F. Kennedy, Mr. Luther Hodges, Secretary of the Department of Commerce, and Administrator Rex Whitton. President Kennedy looked with favor on the proposal but there was the difficulty of having such few miles left of the 41,000 miles in the Interstate System. Further studies were necessary and while these were being made, the great tragedy of the assassination of President Kennedy took place. For a long period of time it was not possible to secure an appointment with President L. B. Johnson, and the proposal proponents just had to mark time. Finally an appointment was scheduled and when the proposal was submitted to President Johnson he was very interested. He requested certain other items of information and when these were supplied President Johnson gave his approval subject to the final approval of the Department of Commerce and the Bureau of Public Roads, which were forthcoming shortly thereafter. Final and official approval was announced on Tuesday, August 18, 1964.

NOW, we have been asked repeatedly, when will construction begin; where will be bridge be constructed; when will it be completed; what will the cost be; will there be tolls-and on and on. We offer the following facts as we have determined them from conferences with Mr. Marvin Snider, the Chief Engineer of the Missouri Highway Department and the FATHER OF THE FINAL PROPOSAL:

The Interstate System is scheduled for COMPLETETION IN 1972. This means that all parts must be COMPLETED AND PAID FOR by this date. This project will take it's place on the priority of construction of the Interstate System and we are not informed as to just when construction may be started. It is assumed that this bridge will be constructed to Interstate Standards, which are four lane and since all other Interstate System Highways are FREE, we have no reason to think this would be a toll facility.

On September 14, 1964, the representatives of the Highway Departments of Tennessee and Missouri met for a discussion of procedure and to enter into agreement on supervision and cost participation. The application for Interstate, previously referred to in this document as being submitted in January 1962, being still on file with the Bureau of Public Roads, was used for a starting point for the engineering studies which are to begin in the immediate future after the selection of consulting engineers to make the study.

Actual site determination will be made after the studies are completed, and a public hearing will necessarily be held by the Corps of Engineers upon completetion of the studies and selection of site.

We have been asked about the future of the Tennessee-Missouri Bridge Commission. The commission is a creation of the General Assembly of the states of Tennessee and Missouri and the Acts would have to be repealed by the two states to dissolve the commission. The commission might be called upon on other projects of common interest in the future, by amending the Acts providing additional powers and authority.

The names of many, many people have been inserted in this short history of the Bridge Project. It is not possible to name ALL who had a part in it and we would not want to miss anyone, so we will close by saying, "IT HAS BEEN A LONG TIME SINCE WE STARTED-BUT IT HAS BEEN WORTH EVERY PENNY, TEAR, HEARTACHE, DISAP-POINTMENT AND JOY."

Prepared by J. F. Patterson for the Tennessee-Missouri Bridge Commission.



Can we get a bridge?

(Reprinted from The Republican, August 3, 1939)

Two or three years ago The Republican suggested that a bridge across the Mississippi River would open a vast territory in Western Tennessee to Caruthersville and Southeast Missouri and Northeast Arkansas trade territory. There was some interest shown at that time but the idea apparantly died aborning.

This week a group of local citizens have revived the idea of securing a bridge here and have suggested that the idea is entirely within the realm of possibility

On July 26, the President signed bills authorizing the building of three free bridges, two in Mississippi and another across the Black River in Arkansas. Tuesday morning The Commercial Appeal carried a news story that the House had passed a bill, known as the Memphis and Arkansas Bridge Bill, authorizing construction of a free traffic span across the Mississippi at Memphis, Tenn.

Another recent story stated that a bridge was authorized

across the Mississippi River at Chester, Ill.

There is no bridge across the Mississippi River in this section between Cairo, Ill., and Memphis, Tenn., and the western part of Tennessee is cut off by the river from Southeast Missouri and Northeast Arkansas, although there are several ferries operating in this territory. It is the contention of this group of citizens that Caruthersville is geographically located for a bridge and the construction of such a bridge would open a vast territory, not only for this city, but also Southeast Missouri.

The idea of a bridge here is well worth more than just thinking about and this group believes that the citizens of this city are willing to devote their energies to such a project until they are sure that all resources have been exhausted before it is dropped.

The Republican has been advised that members of the group expect to appear before local service clubs and expound their ideas on the project. Also they expect to approach our sister cities in this section for their



Rotary Club would take lead in promoting bridge

(Reprinted from The Democrat Argus, August 23, 1946)
At the luncheon of the Rotary Club in this city Tuesday evening, some time was devoted to a discussion of the promotion of a bridge across the Mississippi River at this point, which was proposed by Cecil Book, club president, as a very worthwhile project. Mr. Book suggested that a campaign be launched by interesting all service clubs in the SEMO area and that they be asked to contact proper officials in Washington in the service contact proper. officials in Washington, including our lawmakers in Congress, as soon as possible.

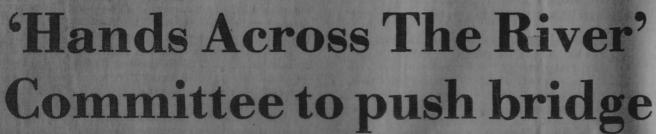
Most members believed the project feasible and that this would be an appropriate time to undertake it, and most seemed to lean to the proposal that it be made a federal state undertaking, rather than through a bond issue or consturction by a private corporation. Being about halfway between the two nearest structures (Cairo and Memphis) and serving a great territory on each side of the river, the need for a bridge somewhere in this section is readily

apparent.

Some believed that much support for a bridge at this

point would be from citizens in the west section of Tennessee and in Northeast Arkansas, as well as over the southeast section of Missouri, and it was suggested that service clubs and leading citizens in those areas be contacted and their active interest obtained. An Allied Clubs committee, comprising the heads of the various civic and service clubs here, was suggested, with such a committee to begin an active campaign among all civic bodies, Chambers of Commerce, etc., in the area affected. with such future plans to be worked out as early as

The recent ferry disaster on the river here has centered attention on the greater safety which a traffic bridge would furnish and it was pointed out that such a mishap possibly could have occurred last year when President Truman crossed the Mississippi on the ferry at this place. Principally, however, the linking of east and west highways here, which serve a great area on both sides of the stream, direct highway connection with the atom bomb plant at Oak Ridge, Tenn., etc. were urged as the greatest claims as to



(Reprinted from The Democrat Argus, September 20, 1946)

Sixty-five business and political leaders of Southeast Missouri and West Tennessee met Sunday afternoon, September 15, in the directors' room of the First Citizens State Bank in Dyersburg, Tennessee, in the interest of securing the long-desired bridge across the Mississippi River here. Representatives from Caruthersville, Wardell, Hayti, Portageville, Kennett and Poplar Bluff, Mo. gathered with representatives from Jackson, Ridgely, and Dyersburg, Tennessee, to discuss plans, methods of procedure, etc. in connection with the bridge project. A few gentlemen from this city, including Mayor W. D. Byrd, Book, met earlier with Fred Childress, president of the Dyersburg Junior Chamber of Commerce; Vern Forcum, Chairman of the Dyersburg Bridge Committee; and Hugh A. Sawyer, secretary of the Dyersburg Chamber of Commerce, for the purpose of planning the agenda of the

After an address of welcome by Mayor Hamner of Dyersburg, Charles G. Ross, president of the Caruthersville Chamber of Commerce, was introduced and took temporary charge of the meeting. Congressman Orville T. Zimmerman of Kennett spoke of this point being a natural crossing of the river and stated that "We should have this bridge," also assuring the meeting that he would do everything he could to further plans for it.

Congressman Jerry Cooper, representing the West Tennessee district said, "It has been the hope and dream that we might have better facilities for greeting our neighbors across the river through construction of a bridge. With a bridge linking the two states," he continued, "we can visualize progress and development that would come to this great section of country upon completion of such a

J. C. Mc Callen, district engineer for the Tennessee State Highway Commission, stated that the commission would cooperate to the fullest extent. Paul Jones of Kennett, chairman of the Missouri Highway Commission, said he could not commit the commission as a whole, but felt that

its members would cooperate in any way possible.

S. P. Reynolds of Caruthersville, pioneer river and levee engineer here, gave a very complete account of the development of Southeast Missouri and West Tennessee during the past fifty years. He proposed as alternate sites crossing of the river at Tennemo or Boothspoint, Tenn., in the vicinity of Caruthersville, thus connecting the two national highways, Number 61 on the west side of the river and Number 5 on the Tennessee side. Also by linking the east-west highway through Nashville on the east side with Number 84 and its reciprocal routes in Missouri, a direct route through to Poplar Bluff and connection with Missouri's east-west Number 60 would be established. In addition, Mr. Reynolds said, Northeast Arkansas and Southwest Kentucky would be brought into the "overall trade area" and would be well served with outlets across

A permanent organization to pursue the undertaking wa set up following report by a nominating committee comprising Messrs. J. A. Hamner, Dyersburg mayor, and Damon Jeadon of Dyersburg, and A. B. Rhodes and Jas. T. Ahern of Caruthersville. This "Hands Across the Rivet" Ahern of Caruthersville. This "Hands Across the River committee is headed by Chas. G. Ross, president of the local Chamber of Commerce, as chairman; Vern Forcum of Dyersburg, is vice-chairman; Hugh A. Sawyer and Floyd Patterson, secretaries respectively of the Dyersburg and Caruthersville Chambers of Commerce, were appointed secretaries. Membership of the committee will be composed of the various civic and service clubs in the two areas, committee's first step was to instruct the two secretaries to begin enlisting the support of "every civic organization (and interested citizen) on both sides of the river.

Among the delegation from the Missouri side were Mayor W. D. Byrd; Chas. G. Ross, president of the Chamber of Commerce, Cecil Book, president of the Rotary Club; Bill Wilson, president of the Junior Chamber of Commerce; Jas. T. Ahern, representing the American Legion; Owen H. Ferris, the then acting secretary of the Chamber of Commerce, all of this city. Paul Jones and Orville Zimmerman, of Kennett, chairman of the State Highway Commission and representative in Congress from this district respectively; Joe Merva, secretary of the Poplar Bluff Chamber of Commerce; Jim Merideth, local attorney, and Frank Steelman, from Portageville; and numerous others from this city and elsewhere.

The east side delegation included Noel Riley, mayor of Ridgely; Damon Jeadon, West Tennessee political leader; O. B. Locklear, president of the Dyersburg Rotary Club; Fred Childress, president of the Dyersburg Junior Chamber of Commerce; A. L. Ward, representing the Dyersburg Kiwanis Club; K. W. Rogers, Jr., representing the Veterans of Foreign Wars in Dyersburg; J. A. Hamner, mayor of that city; J. C. Mc Callen, representing the State Highway Commission, and various others.

The need for a bridge in this area is coming to be particularly felt in the resumption of post war traffic and in the absence of any river crossing other than ferries from Cairo, Ill., south to Memphis. Such a project has been attempted, at least talked of, several times in the past, and it now seems that with the concentrated effort and the great interest shown on both sides of the river some definite actions can be looked for in the near future. There perhaps has never been a movement in this area which has had better cooperation evinced on the part of all interests than is shown in this undertakingf and it has been adopted as a major project by all civic bodies here - the two Chambers of Commerce, the Rotary and Kiwanis Clubs,

The Caruthersville Chamber of Commerce has offered to act as a clearing house for all information and correspondence concerning the project, Floyd (Pat) Patterson, newly employed executive secretary, stated Monday.

Senator Briggs endorses bridge

(Reprinted from The Democrat Argus, October 11, 1946) U. S. Senator Frank P. Briggs, a candidate this year for election to that post on the Democratic ticket, spoke quite briefly at the American Legion Fair Saturday evening, also remaining over and visiting the fair Sunday afternoon.

Perhaps the "highest" highlight of his talk in the minds of local hearers was his unqualified endorsement of the movement to procure a bridge across the river here, and his pledge to introduce legislation in Congress providing for the construction immediately upon the convening of that body again. Mr. Briggs also took occasion to promise his

continued cooperation in behalf of the cotton farmer. (He

recently was instrumental in securing what farmers deem a proper price peg for cottonseed and linters.)

His talk was scarcely a political one, giving scant

attention to the claims of his opponent, but reviewing very briefly the political situation and pleading for a continuance of Democratic administration of national affairs, with a Congress which will act with instead of opposing the President in the great work of postwar reconstruction and the attainment of a proper and lasting peace.

His engagement here was the last of a tour which had taken Mr. Briggs over much of southern and Southeast Missouri during the previous week.



Rotary Club President Cecil Book

highway commission in that state, their representatives in Congress, and so on. Representatives from Blytheville and perhaps other points in Arkansas also are expected to

It is hoped to cultivate sentiment in behalf of a bridge over a wide territory in these two states especially, with a view of promoting the building of a bridge, through sponsorship of the highway departments, aided by federal money, to the end that it may be a free span. This is considered to be much preferable over the one other plan construction by private capital; with collection of tolls until the money is paid back, and it is believed just as nearly

Community meetings held

(Reprinted from The Democrat-Argus, Sept. 13, 1946)

Cecil Book, president of the Rotary Club, announced at the meeting of the club Tuesday evening that conferences had been held the past week, among heads of the various civic and service groups in this city and that arrangements had been made for a meeting next Sunday, September 15, with similar community leaders at Dyersburg, Tenn., all in behalf of promotional work for construction of a bridge across the Mississippi River here. Attending the meeting would be representatives of various civic groups in this city, in Hayti, and elsewhere in this area; Paul Jones, chairman of the State Highway Commission, of Kennett; Orville Zimmerman of Kennett, congressman from this district; and others. In the Tennessee area it was expected to assemble a similar group, including the chairman of the

feasible. Each plan would require a special act of Congress, but it is believed the federal government should favor a bridge here or at some nearby point, since a linking of the highways of the two states would be considered a great aid to transportation at any time and particularly should war needs again become paramount at some future time.

Great encouragement of the project has been encountered wherever the matter has been brought up for discussion, Mr. Book stated, not only in this immediate vicinity, but in all points in this state and in Tennessee. Caruthersville generally is considered to be the logical point for such improvement, since there is no bridge at any point from Cairo south to Memphis and well developed highway systems traversing Missouri and Tennessee thus would be inseparably linked.



possible for the construction of the I-155 Mississippi River Bridge to be completed. We appreciate your hard work and congratulate your fine achievement.



Jaycee Bootheel Council throws weight to free bridge!

(Reprinted from The Democrat Argus, October 25, 1946)

The various Junior Chambers of Commerce in Southeast Missouri, working through their central organization, known as the Bootheel Council, have thrown their weight and influence behind the proposition of procuring a bridge across the Mississippi River here, through a resolution in its behalf, unanimously adopted at the most recent meeting of the council at New Madrid. Copies of the resolution were forwarded to representatives in Congress, to the President and other officials in Washington, while the story of its adoption was submitted through press releases to the principal newspapers in this section, also to the publication of the State Junior Chamber of Commerce.

The resolution is as follows:

"Whereas, various Civic Organizations in Southeast Missouri and West Tennessee are making a concerted effort to secure a FREE BRIDGE across the Mississippi River at or near Caruthersville, Missouri; and

"Whereas, the young men of Southeast Missouri have never been satisfied to stand still, but are pledged to support every project which will benefit this section of our State; and

"Whereas, there is a dire need for such a bridge at this point because of the following reasons:

"1. The archaic method of crossing the river by ferry is holding back the development of Southeast Missouri.

"2. A bridge at Caruthersville would give us an outlet for a faster flow of agricultural products to the East and would assure industrial development of this entire section, both of which are necessary if we are to continue progressing. "3. The recent ferry tragedy at Caruthersville would not be repeated.

"4. Our national security would be strengthened, as there is no bridge across the Mississippi River at present from Cairo, Illinois, to Memphis, Tennessee.

"5. The proposed bridge would open up a direct route to the Atomic Bomb plant at Oak Ridge, Tenn."

"6. The Ozark section of Missouri would have an increase in tourists because of the direct route from all points east of Caruthersville.

"7. Southeast Missouri and West Tennessee represent two of the most densely populated agricultural sections of the Nation, needing travel and commerce outlets.

"Now therefore be it resolved by the Jaycee Bootheel Council in regular meeting assembled, that to help secure a FREE BRIDGE across the Mississippi River at or near Caruthersville, the following give this project their active support and influence: The President of the United States; the Governor of the State of Missouri; the Senators from the State of Missouri; the Representative from the Tenth Congressional District of the State of Missouri and the Missouri Highway Commission.

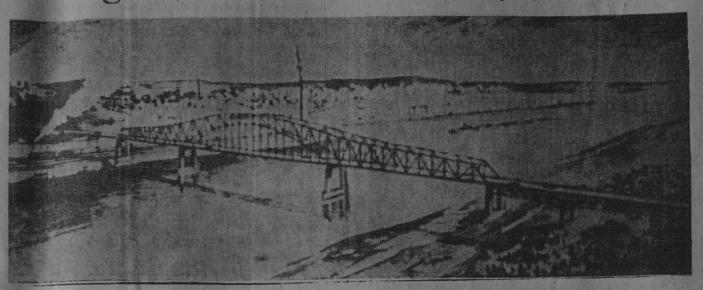
"Be it further resolved that a copy of this resolution be transmitted to each of the above and that copy hereof be

given to the press for publication.'

The Bootheel Council comprises Junior Chambers in eleven towns in Southeast Missouri, including Caruthersville, Hayti, Steele, New Madrid, Kennett, Malden, Campbell, Sikeston, Cape Girardeau, Dexter, and Poplar Bluff. The council has a strong conviction that much good can be attained for all Southeast Missouri and for its

individual members through association and participation of the young men in the various communities and they are pledged to support all movements deemed beneficial to the area. The building of a free bridge here to link the areas east and west of the river is, in their opinion, one of the best movements for development in and progress of the two sections which could be devised, hence they do not hesitate to "speak out" in its behalf.

Bridge work will start very soon



ARTIST'S CONCEPTION-This is an artist's design of a bridge similar to the one to be built near Caruthersville.

The design is from the Missouri State Highway Commission office.

Chamber to renew efforts

(Reprinted from the Democrat Argus, November 26, 1948)

A meeting of the board of directors of the Caruthersville Chamber of Commerce was held last week, presided over by President Leonard Shade, where the principal item for discussion was a resumption of the effort to secure a bridge across the Mississippi River here. This project was taken up a year or so ago and in conjunction with similar civic bodies in nearby Tennessee was explored as far and as successfully as at that time seemed possible to do.

At the recent meeting a report was presented by the Chamber secretary, Pat Patterson, showing that the bill changing the period for payment of revenue bonds issued for such structures was passed near the time of adjournment of the last session of Congress and was signed by President Truman on last May 25. The bill enlarges the maximum time of payment of such bonds from 20 to 30 years, the former time limit having been applicable when activities toward such a promotion were underway here.

Changing this period of amortization will enable the local project to be bonded for quite a lot more money. Secretary Patterson stated that it could have been at the time a survey was made and a preliminary report issued by the engineering firm of Sverdrop & Parcel. At that time it was not known, of course, that the act would be passed during the session of the 80th Congress, so the report was made according to the law pertaining at the time.

N. W. Helm, member of the Chamber's bridge committee, stated that there are several contributing factors to be considered in this project and that this community stands a better chance of securing the bridge now that ever before, because of changes anticipated which will affect these factors involved. While there are a great many hurdles remaining, the board of directors took renewed courage in the situation and it was announced at the meeting that the bridge project will receive major emphasis in the Chamber's program of activities for 1949.

House of Representatives approves the "Bridge Bill"

(Reprinted from The Democrat Argus, July 8, 1949)

Another step toward completion of the bridge project was taken last Thursday afternoon, June 30, when the Missouri House of Representatives passed Senate Bills 153 and 154. These bills were first introduced in the Senate, passed unanimously, and then were sent on to the House for vote.

There had never been any opposition to the bills but the matter of getting them on the House agenda was another and a very difficult undertaking, since the Legislature was making every effort to complete its work and adjourn last week. This quite naturally caused everyone interested in legislative affairs to start doing everything possible to get their bills passed before adjournment.

Early Thursday morning of last week, Secretary Patterson, accompanied by Delbert Harper, member of the Board, and Cecil Book, member of the Chamber, met with Representative Buckley and Senator John Noble in Jefferson City and remained in the gallery of the House long enough to see the passage of the bills at 2:15 in the afternoon. There were 122 members of the House present and each vote was cast favorably for the legislation.

Mr. Buckley had the support of representatives from Dunklin, Scott, New Madrid, Cape and Stoddard counties, who spoke in behalf of the bills. After the discussions were over, the vote was called for and this is when the fun started, as over 100 green lights showed momentarily on the voting boards, denoting votes against the bills. Immediately then the votes were changed to red, indicating unanimous approval by the 122 men in attendance. This bit of side-play on the part of the representatives caused quite a lot of excitement and it required about three minutes for the Speaker of the House to get things under control again

for the continuation of business

The enactment of this legislation now paves the way for the appointment of the Missouri-Tennessee Bridge Commission by the governors of the two states involved. Public announcement of the commission will be made as soon as possible, since the group can become active immediately, working on several items of business while the bills are receiving the approval of Congress.

Many have asked why the bills must be ratified by Congress and why they are not sufficient with the enactment of the legislation by the two states. The reason is that the bills have been written making the interest on the bonds tax exempt and this clause in the bills demands ratification by Congress. The Commission can be busy on preliminary details pending the approval of the bills by Congress, since the financing of the project will come at a later date after site, cost, etc. are determined.

The cost of the commission meetings and work will of necessity be borne by the local Chamber of Commerce and the Dyersburg Chamber until the financing of the project is conpleted, at which time these two organizations can be reimbursed from total, financing. This necessity of additional funds for the local chamber can be met only by members paying their 1949 memberships immediately and others who have never been members joining hands with all other citizens of this community to secure the fulfillment of a dream that few have believed could become a reality.

If the people of Caruthersville really want this project to be completed, now is the time for them to give their fullest support.

National Bank

888-9051

805 1st

By J. F. (Pat) Patterson, former secretary of the Chamber of Commerce

(Reprinted from The Democrat Argus, October 28, 1949)

At last the bridge bills have passed Congress. It has been said by many that the speed with which we have worked in getting legislation through the legislatures of two states and then approved by the Congress of the United States has been phenominal. We had the bills prepared by the director of the Legislative Research Department in Jefferson City early in March of this year, and since that time we have been able to secure enough support to get the legislation completed in every respect. President Truman will have signed the bills by the time you read this and this will give legal existence to the Tennessee-Missouri Bridge Commission as appointed by the governors of the two

Many people have called and otherwise discussed the next steps to be taken in the project. A meeting of the Commission is being arranged, to be held next week, at which time discussions will be entered into as to procedure to follow in the days to come. It is apparent that the site will need to be selected as quickly as possible. After the site has been established, a complete survey will be made to establish the overall cost of the project. When the cost has been established, a more comprehensive traffic study will be made available to all bond and finance houses interested in the purchase of the revenue bonds. Then comes the selling of the bonds, after which contracts can be

let for construction.

It has not taken you long to read the above procedure. Please do not think it can all be done as fast as you read it. We Would not hazard a guess as to the time it will require to complete the project, but we will suggest that it may be from one to two years before construction can begin. On first thought this sounds like a long time, but when one stops to consider how long we have done without a bridge, the time is very short. Also when one stops and thinks how long Memphis and other cities have been in their planning and negotiations, it is not a long time. Memphis started with the act creating their commission in 1939. They have been pushing construction since 1945. Their total cost will run close to 20 million dollars. Our anticipated cost will not run more than half that much. Arkansas and Tennessee spent several hundred thousands of dollars in promotion of their project. We have spent far less than ten thousand.

We make these comparisons to show the magnitude of the work yet to do. All of this work has taken money and all yet to do will take more money. The commission has no means of financing its activites except the contributions of the interested citizens of this city and territory. Many people may not care to support the Chamber of Commerce for any of its other activities but may wish to contribute toward the bridge project. This may be done by making checks payable to the Chamber or the president of the Commission. After we have gone this far, it would be most tragic if we failed to support the project to its completion.

We are happy to congratulate your area on the completion of the I-155 Mississippi River Bridge.

Without everyone's hard work it could never have been accomplished. We salute you!

Whether you buy or build, make sure your now home is built of brick. Brick walls are aftractive, permanent and virtually maintenance free. You save energy and maney during the entire life of your home.

See the largest suppliers of brick and block in the area.

Over 7 million bricks in stock

OUR BRICK PRICES START AT *65** per 1090 delivered

KASTEN MASONRY SALES, INC. BRICK & BLOCK

Man. Thru Fri. 7:00 till 3 Jackson Office 243-3591 Highway



Cape Office
Block Plant
334-1314
South Cape

GREAT NEWS

Construction of the I-155 Mississippi River Bridge now makes it possible for easy access to the Bootheel area from Western Tennessee. Shoppers can travel to our area qucikly and conveniently. So come on over and enjoy our stores

BARKOVITZ DEPT. STORE

316 E. Main Hayti 359-0474

Caruthersville 333-0530

FAMOUS

SHOP

305 Ward



Bridge construction to start in '51

(Reprinted from The Democrat Argus, May 5, 1950)

A meeting of the Tennessee-Missouri Bridge Commission. was held at the Majestic Hotel in this city on Monday of this week, with all its members present excepting Dr. P. E. Miller of Dyersburg, who was ill, and with N. W. Helm of this city, chairman of the commission, presiding. Plans were made for certain future meetings, when the site of the bridge and methods of financing the project will be

Present at this meeting were Messrs. G. Wood Smith, vice president of the engineering firm of Sverdrup & Parcel, and Frank Cutler, his assistant; also Jas. M. Reeves of the law firm of Ward & Reeves of this city. Mr. Cutler has been making a preliminary survey of the several

possible sites for the bridge and he states if the river stage permitted he will be able to start the actual detailed surveys soon.

It is anticipated, according to Pat Patterson, Secretary of the commission, that a committee from the body will visit Gov. Forrest Smith in Jefferson City soon, at which time a meeting will be held with the Missouri Highway Commission for a discussion of the project. Also, a little later a conference is planned to be held in Nashville with Gov. Browning of Tennessee and the commissioner of highways in that state, E. W. Eggleston.

Every effort is being made by the Commission to locate the site and complete the financing of the bridge at the earliest possible date, Patterson said, in the hope that actual construction can start early next year.

March 14, '52 last day for sounding bids

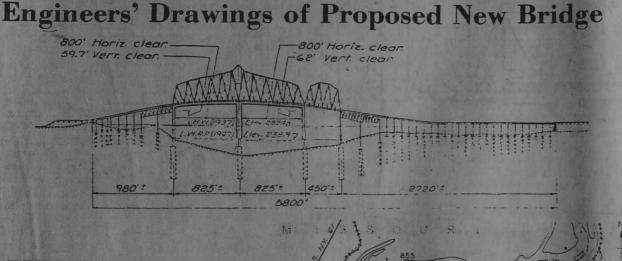
(Reprinted from The Democrat Argus, March 14, 1952)

Today, March 14, is the last day set by the Tennessee-Missouri Bridge Commission for receiving bids for soundings along the river at this place to determine the probable depth of piers and the best site for construction of the proposed bridge here. Since placing advertisements for bids, there have been nine requests for information on plans and specifications, Pat Patterson, secretary of the Commission, stated Saturday, which indicates a considerable interest in the project on the part of construction firms - widespread interest, since some of the inquiries came from points as far away as Memphis, St.

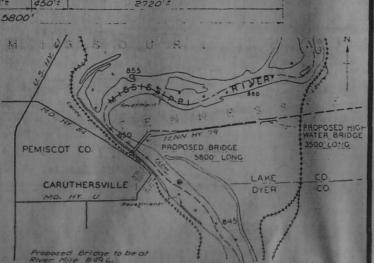
Louis, Nashville and even from Chicago and Cincinati.

If suitable offers can be had it is anticipated that a contract will be let by the Commission at an early date in order to facilitate progress. Specifications call for the work of making the soundings to be completed within 30 days after acceptance of the bid and the Comission is anxious to secure the information the borings will give it so cost estimates can be completed.

Early completion of cost estimates, Patterson said, will enable the Commission to proceed with the financing of the project - and when financing is completed he said construction can be started with little delay.



BRIDGE PLANS--Here are two sketches by the U.S. Engineers, Memphis Office, showing a location map and a bridge map of the proposed twolane span over the Mississippi just north of Caruthersville. When built the bridge will connect Lake County, Tenn., with Caruthersville, joining Highway 84 just west of this city. A recent communication, published in this paper, state the engineers planned to present the plans to higher authority for approval soon. Financing the structure is the next big hurdle of the Bridge Commission.



Good For Us.. Good For You

Looking forward to your retirement? Good for you! Need help planning retirement security? Good for us! Plan now so you can spend your retirement foot-loose and fancy-free. Our officers are thoroughly knowledgeable about the new laws covering the Individual Retirement Account. So if you're self-employed or your company doesn't have a retirement plan, come in and discuss our tax-exempt retirement fund. You'll leave here in a happy state of mind. Good for us, for providing what's good for you.



FIRST NATIONAL BANK

Sikeston, Mo.

Main Facility

Motor Facility 210 S. Kingshighway Kingsway Mall 105 E. 5th

333-1168

DEDICATED TO DOING MULKEY'S Service Center

The Opening Of The I-155 Mississippi River Bridge





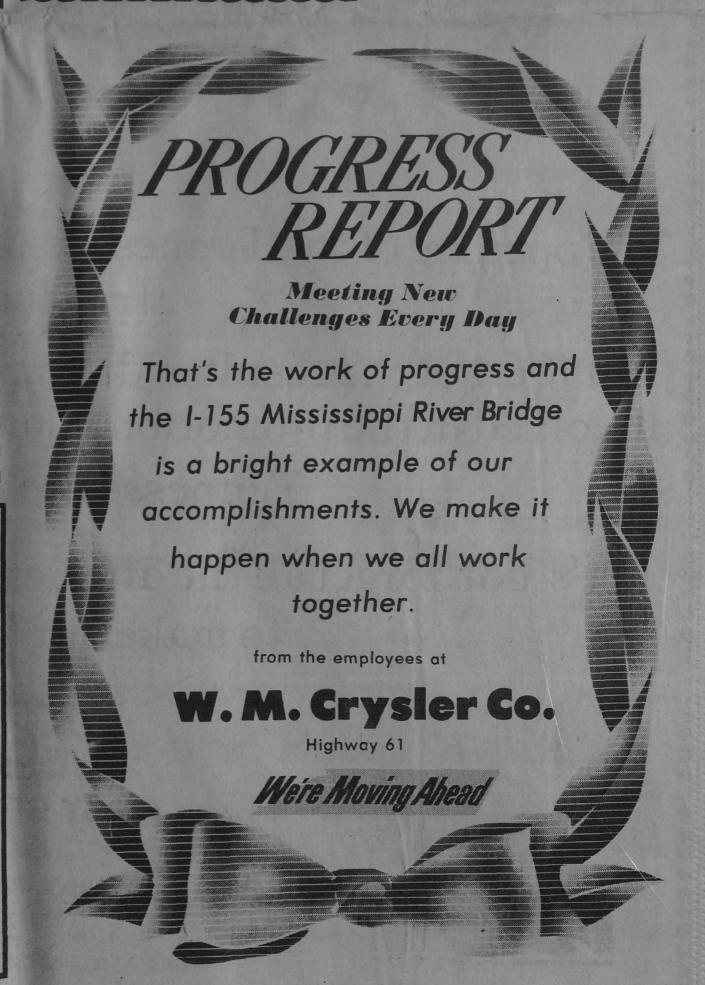
PICTURED ABOVE ARE mbembers of the Mapleview Community Club in their Bicentennial costumes. Front row left to right; Mrs. Truman Hicks, Mrs. C. A. Joliff, and Mrs. J. T. Martin. Back row; Mrs. L. E. Ross, Mrs. Tony Roring, Mrs. Bessie Wright, Mrs. Loy Lindsey, Mrs. Otto Bond, Mrs. H. L. Sudduth, Miss Glendene Tomilson, and Mrs. Bert Richardson. Members of the club who are not pictured are; Mrs. W. M. Greene, Mrs. H. J. Wade, Mrs. Dave Wilkerson,. Mrs. O. R. Crow, Mrs. Edwin Bruton, and Mrs. L. E. Bingenheimer.

Progress

Let's move onward and upward to insure a better future for everyone.

Compliments of

Mapleview Community Club





The opening of the Tennessee-Missouri Bridge is a dream come true for all of us.

But it is not the result of dreams alone. Much hard work was involved in the promotion, planning, and construction of this Tennessee-Missouri Bridge.

Let's not forget all the different people who worked so hard to make our dream a reality.



FIRST STATE BANK

of Caruthersville
THIRD and WARD/CARUTHERSVILLE, MO. 63830
314/333-1700

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION





1963: 'Bridge to be under construction in 3-4 years'

(Reprinted from The Democrat Argus, January 18, 1963)

Members of the Tennessee-Missouri Bridge Commission met at Reelfoot Lake Thursday evening of last week to consider the possibility of issuing bonds for construction of the bridge and the possibility of securing federal and state highway funds.

Dr. E. L. Spence of Kennett, out-going chairman of the commission, was quoted as predicting that construction of the bridge would be started within three or four years.

The commission agreed to invite bids for two major surveys of the proposed bridge, made possible by a recent. \$50,000 allotment from the Federal government for such a study. However, they plan to wait until March or April to

begin the surveys when costs have been arranged and

traffic is heavier than at present.

Possibility of construction through a bond issue is being considered since assurances have been received from bonding companies that underwriting the cost of the span is possible provided that the cost is within the estimate of the commission. Earlier estimates have placed the cost at about \$15 million, including approaches.

Dr. Spence was on this occasion attending his last meeting of the two-state group. Earlier that day Governor John M. Dalton named W. S. Jones, Jr. of Kennett to a four-year term on the commission, replacing Dr. Spence early in August.

Bureau of Public Roads approves bridge finally

(Reprinted from The Democrat Argus, August 21, 1964)

Announcement was made Tuesday through senators of the states involved that the long-sought bridge across the Mississippi near this city has been approved by the Bureau of Public Roads, operating within the Commerce Department.

The bridge will be a part of the Interstate System and was approved by Commerce Secretary Luther Hodges, along with relocation of Interstate 24 from Nashville via Paducah and Pulleys Mill, Ill., approximating a proposal made by the governors of the four states involved some months ago.

Specifically, the bridge will form part of a 23-mile spur of I-55 from Hayti to U. S. Highway 51 near Dyersburg.

Governor John Dalton and the governors of Tennessee,

Governor John Dalton and the governors of Tennessee, Illinois, and Kentucky met with President Johnson several weeks ago to present their proposal, which the president subsequently approved, resulting in Tuesday's approval of the plans.

Estimates of the cost of the bridge are from 18 to 20 million dollars and it will be included in regular interstate financing by which the Federal Government pays 90 per cent of the costs and the remainder will be paid by the states of Missouri and Tennessee.

In commenting on the project before the Rotary Club Tuesday evening, State Senator J. F. (Pat) Patterson, who has been executive secretary of the Tennessee-Missouri Bridge Commission since it was formed in 1949, said that it is not likely the construction of the bridge and connecting roads will be begun before 1968 or 1969, since other sections of the Interstate System have priority over this project. Target date for completing the entire system is 1972.

As yet a definite site for the bridge has not been chosen, although it is expected to be at a point near Caruthersville, and the highway between Hayti, and Dyersburg. Senator Patterson said it is possible that plans can be completed by

1968 and contracts let soon thereafter.

He commented that much credit for securing the project is due Governor Dalton, who has worked long and diligently during his term of office to secure the bridge at this point.

He also commended Rex Whitten, head of the Bureau of Public Roads and the former Chief Engineer for the Missouri State Highway Department, Senators Stuart Symington and Edward V. Long and Representative Paul C. Jones, for their part in gaining approval of the subject.

Present Missouri members of the bridge commission are S. Crews Reynolds, Gordon Wright, and Joe Tipton of this city, John F. Hunter of New Madrid, and Bill Jones of Kennett, along with Mr. Patterson, the secretary.

The bridge will be the only span across the Mississippi between Cairo, Ill. and Memphis and will be a "free bridge."

The idea of promoting a river crossing at this point originated 18 years ago as a project of the Rotary Club when Cecil Book was president of the group. Later as the idea grew, it was turned over to the Caruthersville Chamber of Commerce which promoted a mass meeting of businessmen from this area and Tennessee in 1946. The Commission was organized in 1949 and has been active most of the time since then.

During the years many plans have been discussed and discarded, one of them a proposal that the states of Missouri and Tennessee build the bridge through sale of bonds which would be paid off in tolls. During the years the estimated cost has grown until it is about triple that of first cost estimates.

Expected to be built in the general area of the Powell's Ferry crossing, the new structure and highway will connect Southeast Missouri with highways leading to the north through Illinois, south to Memphis and east to Nashville, and will save delays caused by ferry crossings, or high water when the ferries cannot cross, driving to Cairo or Memphis to get to the east side of the river.

Teamwork: that's the magic word that made it possible for the completion of the I-155 Mississippi River Bridge. What seems hopeless alone can be accomplished with others.

No job's so overwhelming we can't get it done . . . together.

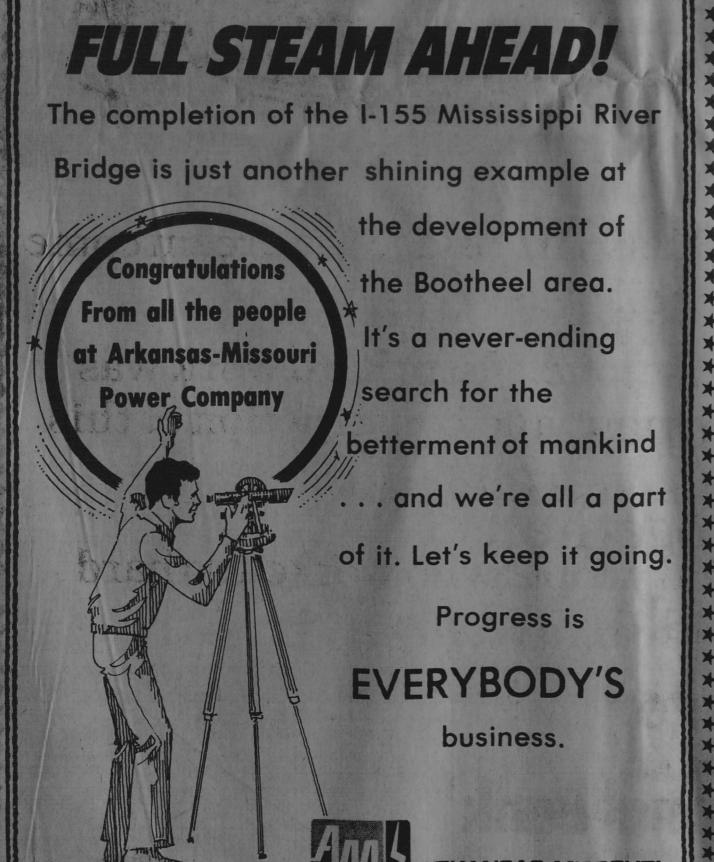
Courtesy of

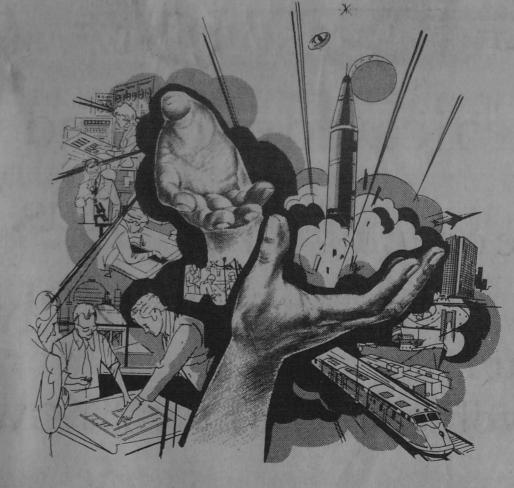
We care about the Future...

HOSPITAL AUXILIARY

HAYTI, MO.

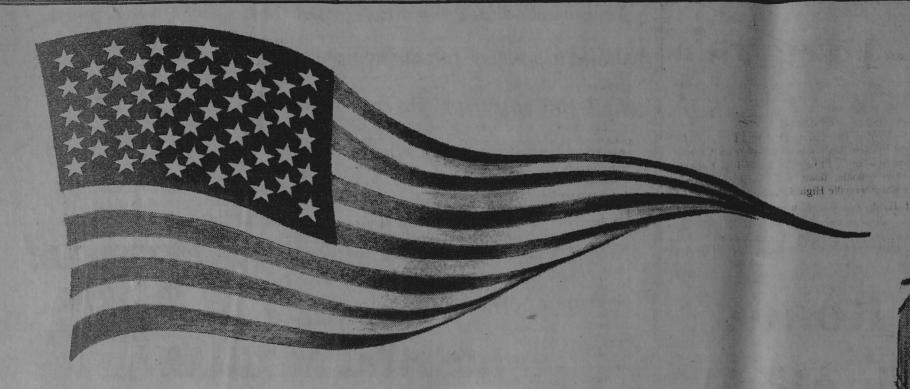






Scientific technology and advancement take time. But, when each individual is working for the same goal. . . progress is possible. We see it today with the completion of the I-155 Mississippi River Bridge. Our own achievements work for us.

compliments of R. B. Potashnick and Associates



THE FUTURE STARTS TODAY

Building a better, brighter tomorrow begins right now... in the present. A better world, a richerlife, depend on vision and forethought...the dedicatedeffortand cooperation of all us. The new I-155 Mississippi River Bridge isopening now..new hopes, new plans, new goals. Together, we can surely accomplish whatever we set out to do.

First - Citizens National Bank

Dyersburg -- Newbern

An Independent Bank

Member FDIC

Governor Dalton honored on 'Memorable Birthday'



(Reprinted from The Democrat Agus, November 13, 1964) Monday was a great day for Caruthersville and Pemiscot

It was a day of prominent people, bands, jets, and a big birthday party.

It all began at Reynolds Park when the Reverend Howard Ray, pastor of the First Baptist Church, said: "Lord, we have grateful hearts for all our men of vision."

1302 Ward Ave.

And those who heard him knew he was speaking mainly of S. P. Reynolds, long-time engineer of the St. Francis Levee District, who was 103 years old on Monday, and Governor John M. Dalton, who was 64.

A parade featuring the Admiral's Band from the Millington Naval Station, high school bands from Caruthersville, Washington, Hayti, Bragg City - Deering, Kennett and Wardell High Schools, floats and marchers led the governor to the Caruthersville High School gymnasium.

Police Chief H. Edwards and members of the State proud day'

(Reprinted from The Democrat Argus, November 6, 1964) Something new has been added.

Something that is going to mean a better way of life for Caruthersville, Hayti, and all of Pemiscot County. A great span is going to cross the great river at our

And we are thankful.

We are thankful to Governor John Dalton, and to all the others who dreamed, and worked, and eventually made that dream a promise that in due time will become a reality.

It is not just a bridge It is a whisper of our future.

A future that can see Caruthersville and Pemiscot County bloom economically, culturally, and as a good place to live. Monday will be a great day in our history.

As we celebrate

333-2910

this joyous day of the

opening of the I-155 Mississippi

River Bridge let's remember to work

together to provide a better future for

each and every one.

Highway Patrol estimated that "between twenty-five and thirty thousand persons witnessed the parade.'

At the high school, 600 persons heard Horace Dunagan, Jr., chairman of the Chamber of Commerce committee planning Bridge Appreciation Day, introduce Senator J. F. (Pat) Patterson as "the man who has worked hardest to make this bridge possible.

Master of Ceremonies Patterson declared a "discussion that has raged for years in Jefferson City will now be 'solved. Is he windy enough to blow them all out?'

A large birthday cake appeared, candles lighted and Governor Dalton proved he had the wind. He huffed and puffed and blew them all out while the 600 in attendance sang Happy Birthday.

Mr. Patterson then introduced the distinguished guests: Mayors of West Tennessee and Southeast Missouri, members of the Corps of Engineers of the Memphis district, representatives of the Great Western Sugar Co., the Colson Corporation, the Brown Shoe Co., and the Betz-Tipton Veneer Co.; the Colonels of Governor Dalton, members of the Missouri State Tax Commission, the Missouri State Highway Committee, Ben Burns, president of the Caruthersville Chamber of Commerce; Representative Robert A. (Fats) Everett of Tenn., Representative Ed Jones and Senator Ed Long; members of the Bridge Commission, Marvin Snyder of the State Highway Department.

And there were others.

Telegrams were read, among them one from Governor-Elect Warren E. Hearnes and one from Luther E. Hodges, Secretary of Commerce, conveying President Johnson's

And then the guest of honor, Governor John M. Dalton,

spoke:
"With 62 days to serve as governor, when anyone says

anything nice about me, I accept. "I hope you will let me come back and celebrate the

opening of the bridge." Touching briefly on what the bridge will do for this section, the governor said, "We have discovered that a tourist is twice as easy to raise as a bale of cotton and twice

"I am proud to be here in Southeast Missouri, our home, with our friends. I appreciate all that has been done in connection with Bridge Appreciation Day.

"I say with humility, it is my finest birthday."

He continued, "The bridge gives a lesson for Southeast Missouri. It is what we can accomplish by all working together. And we are now ready to let a contract for a new road connecting Southeast Missouri and Jefferson City."

This announcement drew heavy applause. 'And we're going to continue to work to bring Southeast

Missouri an institution of higher learning.' Returning to the subject of the bridge, Governor Dalton said: "It is going to be a great thing for Tennessee and Missouri and this entire section."

"And this may be a bit early, but we are here today and why shouldn't we say today, let's name this bridge the Lyndon B. Johnson Bridge?

"A new and greater day has come to our section. Industrial and trade expansion will come. The future is

"Let's get the rest of this job done. Let's get this bridge

"This is a memorable birthday. Thank you is all I can



We are happy to congratulate everyone involved in the construction of the I-155 Mississippi River Bridge and we send a cordial invitation to visit our store for your Christmas shopping.





Full selection of albums and tapes



BETTY'S GIFTS

403 Ward

333-4551



Progress is the American dream. And it's still very much alive. The opening of the I-155 Mississippi River Bridge is just a single example of that dream. The great ideals still make sense. The tools are at our disposal. Let's use them and use

them well. The better life is waiting.



Massman Construction Company Kansas City, Mo. Al Johnson Construction Company

Minneapolis, Minn.

A Joint Venture



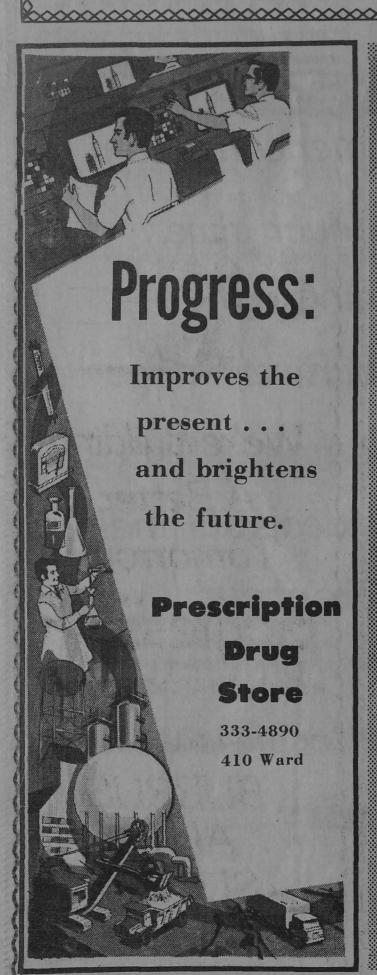
Here Is Where It All Started

Getting together ... discussing planning, working together to build the I-155 Mississippi

River Bridge.
That's how progress begins and grows.



KANSAS CITY





We are all proud of the new I-155
Mississippi River Bridge and send
a cordial invitation to Western
Tennessee shoppers to visit

Dillman's Auto Parts

our business.

DROGRESS

Meeting new challenges.

Meeting new challenges.

Meeting new challenges.

Meeting new goals



We've mapped out the plans for tomorrow.

And if we all pitch in, we'll be well on the road to reaching our goals today!

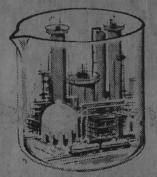
Let's dedicate our efforts to continued success.

J. S. BRUTON GIN COMPANY

Rt. 1 Caruthersville

333-4179

Let's All Work For PROGRESS



Progress

By working together,
pooling our ideas and
skills, we have been able
to make possible the
construction of the 1-155
Mississippi River Bridge.

Let's continue the fine work.

From the employees at

HUBBARD

CO.

906 Ward

333-4287

Mayors think bridge to help

(Reprinted from The Democrat-Argus, November 13, 1964)

Many mayors from West Tennessee and Southeast Missouri attended the luncheon for Governor John Dalton on Monday. Speaking of the coming bridge, here's what

MAYOR SOL ASTRACHAN of Kennett: "It definitely will be of value to Kennett. It will draw tourists and other visitors to Caruthersville, Hayti, and also Kennett."

MAYOR LARRY GAMMETER of Steele: "It's bound to help the entire area, including Steele.'

MAYOR LAWRENCE FOX of West Tennessee: "It will make us neighbors. I'm in the poultry business myself and

Gov. Dalton in town for 'Day'

(Reprinted from The Democrat Argus, November 13, 1964)

Governor Dalton came to town Monday.

And Caruthersville, altogether and quite loudly, cried, 'Welcome, Governor," and "Thank you for your work toward our bridge."

It was a grand day.

All facets of the day clicked off nicely.

Well organized events such as this just don't happen.

The event was sponsored by the Caruthersville Chamber of Commerce, with Horace Dunagan Jr. as the chairman.

Many people and many organizations gave brain power and helping hands to Bridge Appreciation Day.

But Horace Dunagan Jr. was the man who held the reins

that made it all click off and work as a unit. It seems only fair that we should now turn some

appreciation in another direction and say:
"Well done, Horace!"

The big question

(Reprinted from The Democrat Argus, November 13, 1964) A number of prominent men looked into the future last week and gave their predictions as to what the future

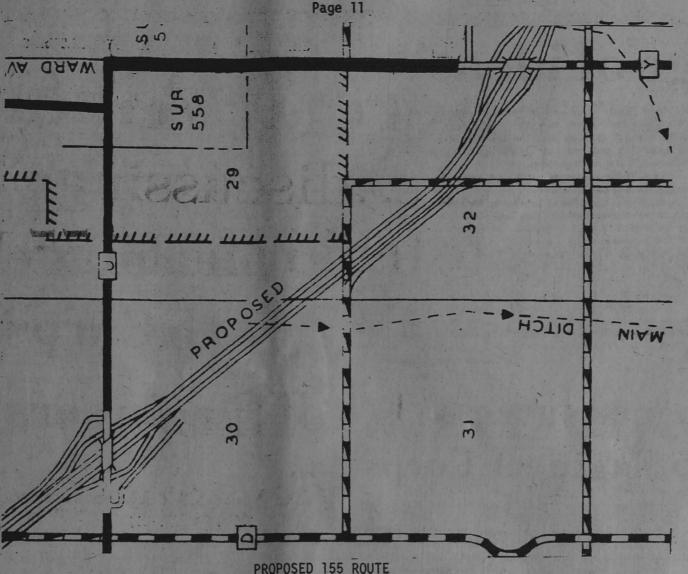
bridge will mean to Caruthersville and Pemiscot County: "It will be an additional industry while it is being

"The bridge will break us out of the corner we're in." "It will open commerce on both sides of the river." "It will give us a central location that in time should

make us a distributing center." "...the bridge will cause our population to triple in 10

"It,s going to give us a complete trade area."

The next big question is: When does work on the bridge



new era seen

(Reprinted from The Democrat Argus, June 24, 1965)

Construction of the \$27 million Caruthersville Bridge across the Mississippi River should begin by January 29, 1968, according to David M. Pack, Tennessee Commission-

Mr. Pack released the information while at the Dyersburg, Tenn. Bridge Appreciation Program Monday. June 22. He said the schedule, which outlines the project from June 21, 1965 to January 29, 1968 is tentative.

Some of the activity that will precede actual bridge construction includes "obtain right-of-way project agreement beginning May 31, 1966," according to the schedule.

Also, "Condemnation procedings beginning August 5. 1966, issue work order for channel substructure (underwater piers) beginning November 8, 1966, advertise channel superstructure for bids starting April 13, 1967, submit final approach plans by October 3, 1967," and finally, "project under construction by Jan. 29, 1968," the

Brice R. Smith, president of Sverdrup & Parcel and Associated, Inc., St. Louis firm in charge of the project, also released tentative drawings of the four-lane bridge location "a few feet either way," that puts it in the Kinfolks Ridge, Mo. - Boothspoint, Tenn. areas.

About 1,000 persons attended the celebration that was

staged in honor of Tennessee Gov. Frank G. Clement.

Attending from Caruthersville were: Mr. and Mrs. Emerson Smith, Mr. and Mrs. Horace Dunagan, Jr., Mayor and Mrs. B. F. "Hot" Rogers, Duane Michie, Gordon Wright, S. Crews Reynolds, Joe Tipton, and representatives of KCRV, The Caruthersville Journal and The

Commenting on the implications the Caruthersville Bridge might have for this area, Dyersburg Mayor F. E. Pitts said, "Both the Great Western Sugar Beet Company and the Holly Sugar Company have told me if we get the bridge and the Government would increase their beet allotment, we would not have to worry about getting a refinery built in this area."

Prinicpal speaker Governor Clement quipped to the corwd that this was the first time he had ever been honored for something "before even one shovel-full of dirt had been

Growing more serious he warned residents of Dyersburg that the bridge "would run both ways. Not only will it bring others to Tennessee, but it will give people here the opportunity to travel to Missouri.

We can see the dawn of a new era in this section of the United States but we must dedicate ourselves to the responsibilities in our own community, area and state."

The bridge will go 2 ways

(Reprinted from The Democrat Argus, July 1, 1965)

Amid the reports and ordinary business of the Caruthersville Chamber of Commerce luncheon June 24 were words of warning from Horace Dunagan, Jr., president of the First State Bank, concerning the Caruthersville Bridge across the Mississippi River.

"As Governor Clement pointed out to the citizens of Dyersburg at their Bridge Appreciation Celebration, the bridge will run both ways.

'The Missouri Highway Department has volunteered to supervise the bridge project. That should give us an edge on getting the headquarters located here in Caruthersville. But we should remember that Dyersburg is expecting to get just as much out of this bridge as we are."

'67 will see bridge work

(Reprinted from The Democrat Argus, December 16, 1965) Some construction on the future Caruthersville Bridge is

anticipated during 1967.

This is the word brought back by Caruthersville businessmen and leaders after a trip to the U. S. Army Engineers Waterways Experiment Station at Clinton, Mississippi, near Jackson, last Thursday.

This construction, according to information reported by Horace Dunagan, president of the First State Bank, is expected to be on the bridge itself and not the approaches.

More than 40 persons from Caruthersville and Dyersburg and others interested in the future bridge went to Clinton to see a demonstration of potential flood conditions effects on the bridge approaches.

Among those making the trip were Joseph H. Gass of St. Louis, vice president of the Brown Shoe Company; John Cantrell, S. Crews Reynolds, George T. Glozier, A. P. Kersey, Jr., Mr. Dunagan, J. R. Tipton, Mr. and Mrs. E. L. Betz, J. H. Tipton, Robert Cantrell, John Parks, and D. J. Merideth, Jr. of Caruthersville; R. O. Kneibert of Hayti, and A. E. Mannes of Sverdrup & Parcel, St. Louis Engineering firm.

According to Mr. Glozier, chief engineer for the St. Francis Levee District, the Waterways Experiment Station occupies two government-owned reservations: a 400-acre reservation at Vicksburg where the main administrative headquarters and most other elements are located, and an 820-acre reservation at Clinton where the 220-acre Mississippi Basic Model and the Concrete Division are located.

Mr. Glozier said that the scale model of the Mississippi basin in one foot to 2000 feet horizontally and one foot to feet vertically. The engineers have made a study for the Missouri and Tennessee Highway Departments, showing what effect high water (62 feet at Cairo) would have on the present levees and the local seawall.

The highway departments must now make a decision on type of approach structure for the bridge, Mr. Glozier said.





We're proud of the new bridge and we want to thank everyone who turned our dream into a reality.

Courtesy of

BODY SHOP

103 E. 13th St. 333-2323



Constantly Moving Full Speed Ahead

Progress

Everyone has worked hard to make the completion of the bridge a reality. We want you to know it is appreciated.



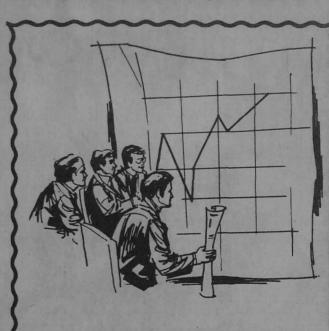
Compliments of

Caruthersville Shipyard

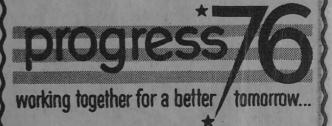


Our community has worked wonders in boosting our economyby constructing the I-155 Mississippi River Bridge Yesterday and today can be used as guides for tomorrow's goals.





We're Building A Better Tomorrow



Compliments of

BURRUS AUTO SUPPLY

Lorene Bonita

107 E. 13th St.

Norma 333-4538

(Reprinted from The Democrat Argus, September 22, 1966)

"We need a bridge," was the plea made Tuesday at a Corps of Engineers hearing held in Caruthersville by residents of Pemiscot County and Dyer County, Tennessee. Joe M. Boyd, a Dyersburg attorney, wrote that a bridge linking Northwest Tennessee and Southeast Missouri

"could do more than anything else to stimulate the

thoughts of thousands on both sides of the river when he

pointed out that it would be of untold benefit in just the

that the travel and communication factor is quite important. "We have the best ferries in the nation," Rogers boasted,

"but even the best ferries can't go when the river is

jammed with ice; when visibility is restricted; when the

river floods." He went on to say that when these conditions

State Senator J. F. Patterson recapped how Missouri and Tennessee launched formal efforts back in 1949 with

the formation of the Tennessee-Missouri River Bridge

Commission to get a span across the Mississippi River. A

lack of funds delayed construction of the bridge until it was

But it was all summed up very simply by Vernon

exist, a person must travel 100 miles to find a bridge.

accepted as part of the Interstate system in 1964.

Mayor B. F. "Hot" Rogers of Caruthersville voiced the

Aside from the economical stimulation, he pointed out

economy of the two areas.'

everyday life of many.

'Free exchange of ideas'

(Reprinted from The Democrat Argus, April 14, 1966)

A day-long conference in the office of Colonel Iames A. Vivian, Memphis District Engineer, "produced a free exchange of ideas" on the Caruthersville Bridge, according to Colonel Vivian.

Thirty persons attended the conference at Memphis, including rivermen, representatives of the Missouri Highway Departement, of the Federal Bureau of Public Roads and members of the colonel's staff.

"We're obtaining further information for the highway departments concerning the flood control aspects," Colonel

This refers to filling in an embankment for the land portion of the bridge on the four mile stretch between the levees. Such a fill would narrow the flood plain at that point and possibly result in backwater during high river stages, explained Colonel Vivian.

Navigation spokesmen suggested wider bridge clearances than the 784 feet proposed by the Missouri and Tennessee Highway Departments for the bridge's two major spans.

Colonel Vivian predicted a friendly solution, saying: 'Everybody understands each other much better.

The highway crossing over the bridge will be labeled Interstate 155 and will link Dyersburg, Tennessee with Interstate 55 just south of Hayti.

Colonel Vivian also spent much time on another coming bridge, the new one at Memphis.

Holding up a thick file of papers, he identified it as his proposed recommendation for an amendment to the plan for the proposed Interstate Highway 40 bridge.

"We're considering it now and will expedite sending it to the president of the Mississippi River Commission at Vicksburg, Miss. in a few days," the Colonel said.

Rivermen have been asking for a wider span between bridge supports than that originally planned.

Colonel Vivian said he would approve a proposed compromise proposal calling for two major 900-foot spans with 870-foot horizontal clearance for the Memphis bridge.

Specifications for the Caruthersville Bridge call for two spans of 801 feet, each from center of pier to center of pier, leaving 784 feet horizontal clearance under each span.

Bridge hearing termed success, question now up to Engineer Corps

(Reprinted from the Democrat Argus, September 22, 1966)

The bridge hearing Tuesday was termed "successful" by many who attended. Attendance was good and all seemed to come off in an orderly fashion, but the big factor --- how the Corps of Engineers will respond to the application to build the Caruthersville Bridge --- is still in

One of the most impressive points made in favor of the current bridge design was a statement made by a representative of the Corps of Engineers. He said that preliminary studies indicate that navigation conditions would generally remain about the same as they are now with the construction of the bridge or might even be greatly improved. Since Colonel James A. Vivian indicated his staff is consulted on such matters this might help the case of the current bridge design.

Another statement, however, which drew little attention but is another strong indicator was made near the end of the hearing by Colonel Vivian himself. After studying the situation he stated that he finds the local conditions "somewhat comparable to those of the Interstate 40 bridge at Memphis." He explained later that the conditions he referred to are currents and the bend in the river.

Many will recall the difficulty in the designing of the Memphis bridge which is soon to be under construction (if not already started.) The original plans of the bridge had to be revised in order to provide wider spans due to hazards in navigation and now those are to have clearances of 870 feet -- the local plans call for only 784 feet clearance.

Missouri's chief highway engineer, M. J. Snider, was honest in stating after the hearing that a change in design would mean another major delay, even though alternate plans are already prepared. Should the present plans be given Corps approval fairly soon, highway officials indicated that actual construction on the sub-structure of the bridge might get started in late 1967 and it is hoped that it will be no later than early 1968.

Another factor in the time element, they added, is when the money is available. The federal government disperses the highway funds at irregular intervals and thus work can't start until the money is in the hands of the state. However, they are still hoping that the bridge will be ready for traffic in 1970.

Since all the suggestions by the navigation interests were basically the same it seemed apparent that there had been a collective effort to block the current bridge design. One spectator at the hearing pointed out that they (the barge operators) would ask for 1,000 feet if the plans had

It was brought up after the hearing that instead of building the bridges just in the interest of the navigation people, why not put some restrictions on the size of tows and barges in the river and set requirements for improved steering equipment. It was then learned that laws do authorize such requirements, but none have ever been placed on the commercial river traffic. After many hearings such as Tuesday's, the trend might be reversed and instead of pressure by the navigation interests, it might be placed

There are factors involved in this bridge construction that most citizens would never think of and all will have to be reviewed carefully in Memphis by Colonel Vivian and his staff. The colonel was quite clear that he had not made up his mind and that there is much to be considered.

He has he interests of all to look out for. Only two weeks before the hearing he pointed out that navigation interests must be protected but he also added that he wants to avoid any unneccessary delays in allowing the construction of a bridge at Caruthersville.

The final outcome of the hearing will probably not be

Weneed a bridge' plea made to Corps of Engineers

Forcum, an elderly Dyersburg businessman. Not so much in what he said, but how he said it. His actions, his voice, his questions --- they all showed the hope and desire of residents of remote sections of two states for the realization of a dream which started many years ago and now seems

The people have waited years -- many started working toward it back in the 20's, and now they know it will be a reality but fear that more delays might be in store.

The wheels of progress turn because of the effort, imagination, and dedication of every person in our area. Today, as we celebrate the opening of the I-155 Mississippi River Bridge, we have reached our goal: A good life for all, in a happy,

Our Dedicated Goal

healthy and prosperous area.

From The Employees At

IND BOX COMPANY, INC.





Highway Departments for their hard work in building the new I-155 Mississippi River Bridge.

JAMES R. MOORE Insurance Agency Inc.

We are Pemiscot County's oldest and largest insurance agency. Insurance is our only business, that's why we have coverage for your every need.

For more information call,

333-4555 103 W. 3rd

Coast Guard studies bridge plan

(Reprinted from The Democrat Argus, May 11, 1967)

The United States Coast Guard has now entered the picture in the dispute over the specifications for the proposed Mississippi River bridge at Caruthersville.

The office of U. S. Senator Stuart Symington reported

Tuesday that the Coast Guard is reviewing the plans as proposed by the Missouri State Highway Department and the recommendations of the U. S. Army Corps of

The role of the Coast Guard develops as it assumes the task of Corps of Engineers in relation to bridges across navigable inland waterways under the new Department of Transportation which is to officially go into operation next Monday. This is a new cabinet level departemen which will be reponsible for highways, river traffic, railroads, airlines

and other forms of transportation.

Stanley Fike, a member of Senator Symington's staff, said the Coast Guard hopes to have a final decision on the matter within the next two weeks. This report was made after a direct inquiry to the Senator last week by the Democrat Argus.

Fike pointed out that the Coast Guard seemed concerned about both aspects of the dispute involving the length of bridge spans at Caruthersville. They realize the problems of the highway agencies involving financing and bridge design, and must also take into consideration the

river safety and future navigation of the river.

"One thing they are studying," he pointed out, "is that the bridge at Caruthersville will not be any more of a hindrance to navigation than those at Memphis." In other words, river traffic of the same size and intensity should be possible to the north that will exist at Memphis.

One factor brought out several months ago is that both the Bureau of Public Roads and the Coast Guard are part of the new Department of Transportation. The federal road agency has taken a strong stand in defense of the plans submitted by the Missouri Highway Commission last fall. The plans and recommendations on the Caruthersville Bridge reached the Coast Guard on May 4. In addition to reviewing these, it is understood that they are also doing a little study of their own into the matter before making the

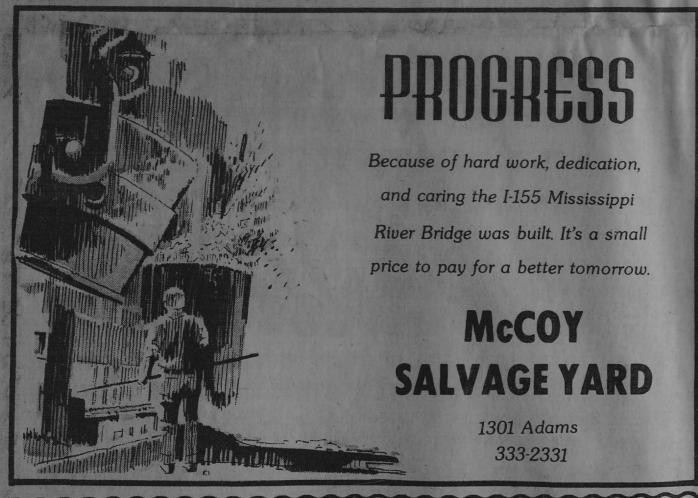
While the planning stage has been delayed several months by the dispute, both federal and state agencies have given assurances that the matter will be resolved and ultimate plans for the bridge are not being jeopardized.

The dispute centers around the length of the navigation spans. The plans submitted by the Missouri Highway Commission call for 800 foot spans while the Corps of Engineers has recommended they be no less than 900 feet



January, 1971

Coffer dams allow workmen to go below the river surface to begin pouring concrete in piers





We've got the future in our hands . . . let's work to insure that it will be a good one.

We would like to congratulate all those involved who helped in the construction of the I-155 Mississippi River Bridge.

Compliments of TERRY M. WILSON

STATE FARM INSURANCE 1206 Ward 333-1232

'River is key to local growth'

(Reprinted from The Democrat-Argus, May 25, 1972) did seven years ago.

"I think Caruthersville's big opportunity is in warehousing and distribution, using the Mississippi River in cooperation with the new bridge," Gordon Wright, a leading merchant in Caruthersville said in the second edition of Pemiscot at the Crossroads in 1964.

Wright acknowledged the statement and said "I still feel the same way now that I

"Two years after I moved here (Caruthersville) in 1932. I felt that if we didn't look to the river, we wouldn't grow. We don't look to the river now and I don't know why. We used to have a pretty good river front, but it's about gone now.

He said that barge repairs

would improve it.

Wright said in 1964:

"I certainly think the new bridge will open up a wonderful opportunity for us to become a distribution center. We have been cut off until now by the river. Soon we will have free east-west trans-

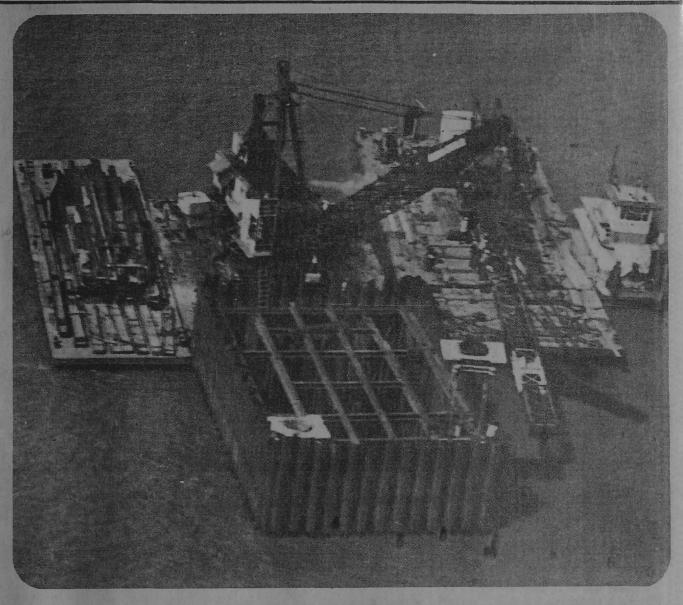
Seven years Jater. Wright still feels this is true although he wonders how long it will

be before the bridge can help Caruthersville

"The task of bringing new industries to Pemiscot County will be easier" because of the new bridge, he said in 1964.

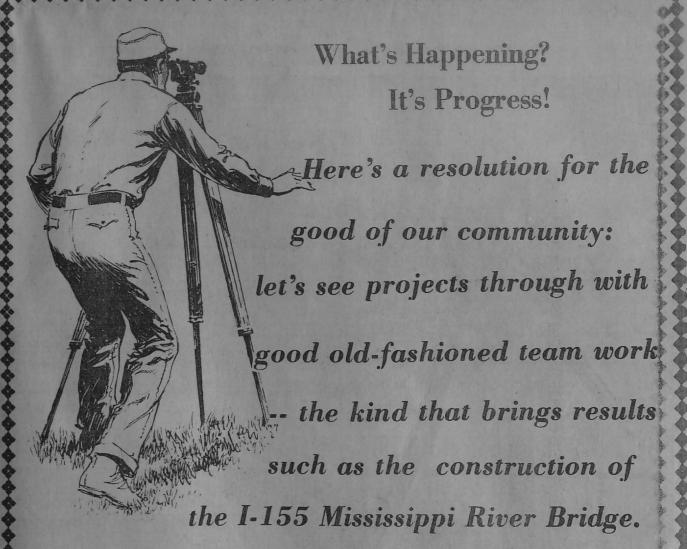
Again, he still believes

"Since that seven years ago, Caruthersville has only gotten the Colson Plant and Mizpah Container Company," Wright said. "The bridge should bring more."



August, 1970

The work on the Interstate Mississippi River Bridge is started *****



When folks work together there are deeper feelings of commitment -- and the pride of a job by all for all.

From the Employees At

Riverfront

976

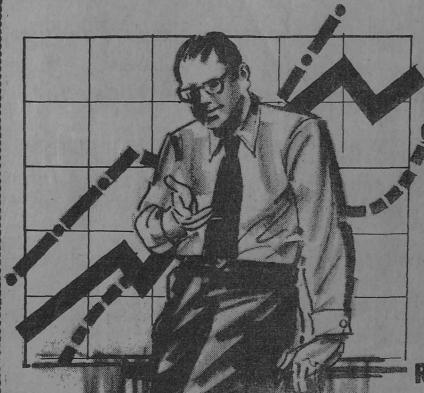


October, 1970
Crane working inside a coffer dam lifting steel and concrete from barges to the pier forms.



May 4, 1971

Headstart students visit bridge site and see concrete piers going up.



Congratulations

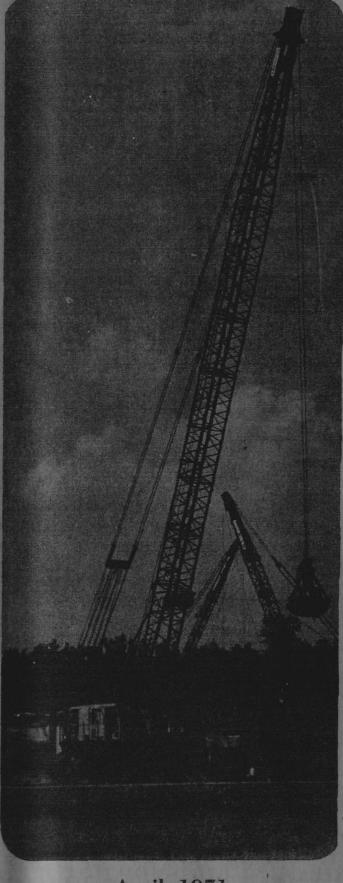
BILL SCHENKE and the Missouri Highway Department

On the completion of the bridge.

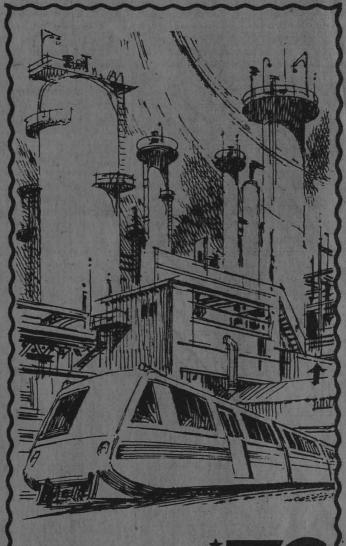
HAYDEN
REXALL DRUG STORE

1200 Ward

333-4606



April, 1971
Working closer to the bank



working together for a better tomorrow...

The I-155 Mississippi River Bridge is a proud achievement and we would like to congratulate all those who made it possible.

MFA GRAIN TERMINAL

I-155 MISSISSIPP RIVER BRIDGE

OPENINGS

The opening of the new bridge marks another page in the ever increasing development of the Bootheel area. We are pleased to welcome the new shoppers from Western

Tennessee and appreciate the fine

Progress

... It's in the Making!

work of everyone involved.

One-Stop Shopping



SOUTHWEST CORNER OF THE SQUARE IN HAYTI, MISSOURI
702 WARD AVENUE IN CARUTHERSVILLE, MISSOURI
STORE HOURS: 8:00 a.m. — 9:00 p.m., Seven Days a Week

April 15, 1971

Waiting to hold up the weight of the world, at least the world of Southeast Missouri and Northwest Tennessee.



May, 1971

Concrete for the substructure is hauled to the site by barge and hoisted into position, then dumped.

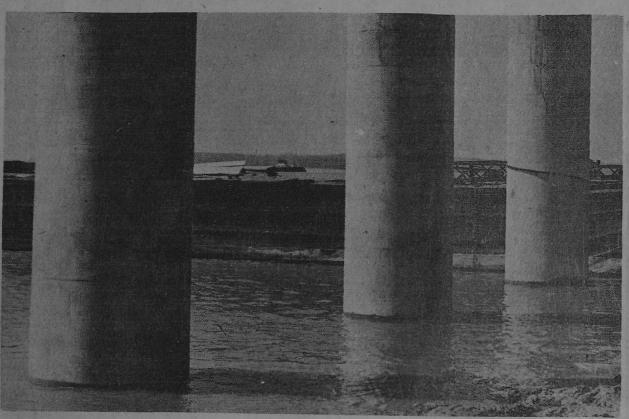


Caruthersville

314-333-4366



October, 1970
Workers 'go up' with bridge
sub-structure on the Missouri side.





Onward... And Upward!

Congratulations on the completion of the I-155 Mississippi River Bridge.

Courtesy of

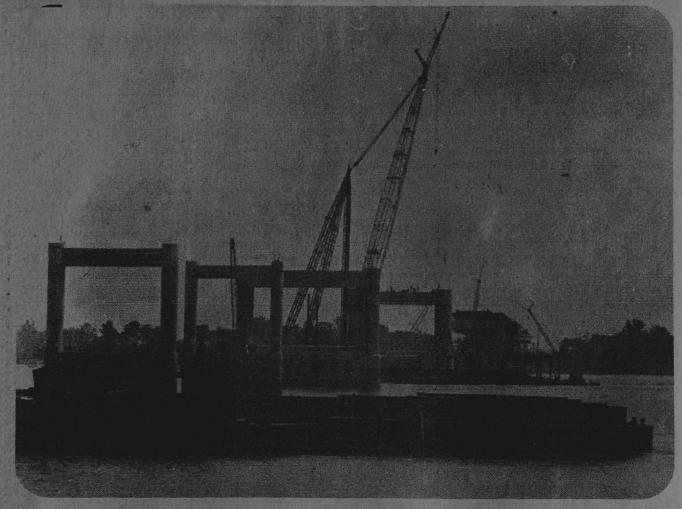
MID-CONTINENT
INSURANCE & REAL ESTATE
AGENCY

303 S. 3rd

Hayti

359-2424





July 19, 1973 Steel erection on the bridge begins to appear.

October 4, 1973

The bridge

finally begins

to take shape.



Welcome to Dyersburg



FIRST BANK & TRUST CO.

120 N. Mill Avenue 286-1500

Green Village Branch

286-1600

Bankamericard & Master Charge

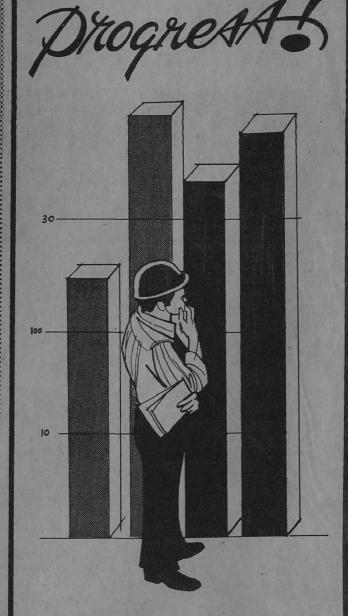
Dyersburg's ONLY

24 Hour Teller

A First Tennessee Affiliate

Member FDIC

2 Full Service Banks



The future is in our hands . . . let's work to make it great

Courtesy of

CONSTANT REAL ESTATE COMPANY



Progress Is Planning, And That Takes Teamwork

We've all worked hard to make this a good community. We want you to know it is appreciated!

Every new accomplishment, like the construction of the

I-155 Mississippi
River Bridge,
is a mile stone and without

everyone working together, it wouldn't have been

possible.

THOMASSON'S
SHOE REPAIR



remember to continue
this hard work to provide
a better future for each and
everyone of us.

"Our Challenge Has Been Met"

COMPLIMENTS OF

CARUTHERSVILLE WOMAN'S CLUB



Forcum-Lannom

Materials

Dyersburg, Tennessee

Proud To Have Been A Part In The Construction of

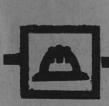
The Mississippi River Bridge.

SERVING THE COMMUNITY FOR OVER 80 YEARS WITH QUALITY:

- *Lumber
- *Building Materials
- *Concrete
- *Paint
- * Hardware

AND SERVICES SUCH AS:

- ★ Free Delivery
- ★ Home Plan Service
- * Design
- ★ Contractor Referrals



Forcum Lannom

Dyersburg, Tennessee

Lumber Yard--Clark and Cedar Sts. 285-3242 Concrete Products -- S. Connell 285-7401



January, 1972
The beginning of the 'new era' can now be seen through the fog.

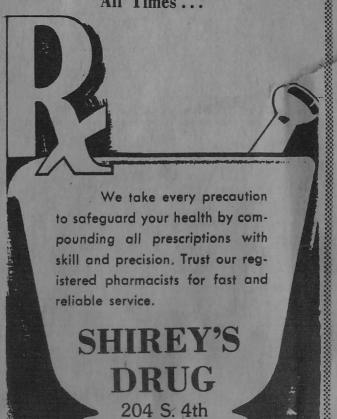
YOU MAKE IT HAPPEN!

The completion of the I-155

Mississippi River Bridge is a sign our area is prospering and starting to grow. It happens when we work together in search of a better

way.

Dedicated to Serving
Your Good Health at
All Times...



Hayti 3591138



Building
For A Better
Tomorrow

Despite high water, mud, and part of the fill washing out, the bridge is now open!

Penzel Construction Co.,

Inc. is proud to have played a major role by building the I-155 bridge and Missouri

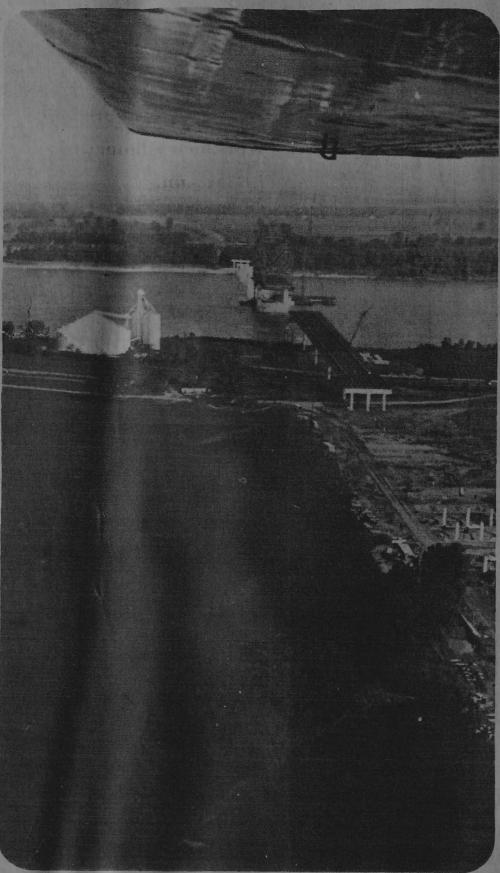
Penzel Construction

approach spans to the bridge.

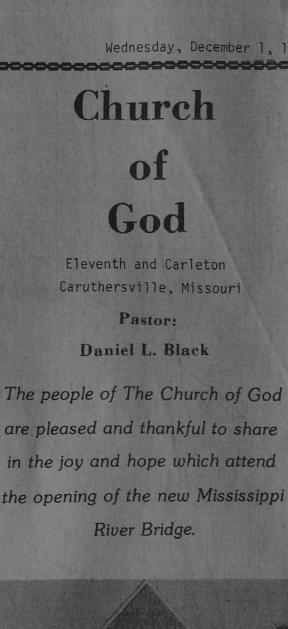
Jackson, Mo.



March, 1973 Steel workers 'fly high' as they piece the superstructure together.



October 11, 1973 The Tennessee approach spans go up fast, but work slowed on this side later.





A friendly welcome awaits you at any of our services:

Sunday	School10:00	a.m.
Sunday	Worship11:00	a.m.
Sunday	Evening6:00	p.m.
Wednesday7:30		p.m.

Caruthersville Rotary Club Is Proud of Those Who Made The Bridge A Reality



Cecil Book - Rotary President in 1946



J. F. [Pat] Patterson -Secretary Chamber of Commerce in 1946 and Rotarian.

The following is taken from the minutes of the Caruthersville Rotary Club.

> Cecil Book, President Harold S. Jones, Secretary

July 3, 1946

Club voted to have a committee draw up proper resolution of regret and send to families that lost relatives in the Ferry tragedy last Sunday Night.

August 20, 1946

Matter of Bridge across the Mississippi River discussed. Club to contact other Clubs and have them write their Congressman and Senators.

Sept. 17, 1946

President & elected to Bridge Committee. A large delegation went to Dersburg, Tenn. Sunday for meeting on bridge across the river.

Sept. 24, 1946

Pres. Book and others meeting tomorrow in West Tennessee.

President Book reported on the bridge meeting at

Jackson, Tennessee.

Nov. 11, 1947

Club voted to recommend honorary Rotarian, S. P. Reynolds for member of the Mississippi River Bridge



ROTARY MEMBERS 1946-47

M. D. Amburgey Dr. P.J. Aquino Carl Bloker Fred Blomeyer Ralph Baker George Bader Wallace Buchanan Ollie Chilton Perry Cooperman Howard Cunningham A.B. Rhodes Willie Chaffin John Chaffin Bill Collins Gerald Corbin Bill Carmean

Jim Ahern

Lonnie Campbell Wyman Dillman Ralph Ennis F. O. Gardner Wayne Gray Delbert Harner Fred Henie Harold S. Jones Gage Knight Jere Kingsbury George Lincoln Dr. Joe Luten Dr. J.B. Latshaw

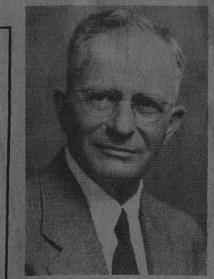
Leonard Limbaugh Chris Mehrle Dolph Moore Harry May Harold Nance Dick Neeley Jimmy Osburn Roscoe Pierce Pat Patterson J.O. Rankin Charlie Ross George Roland Pete Robertson Dub Robinson J.J. Richardson Jim Reeves Charlie Thomasson Austin Tilman Robert Wilks Byron Ward Luther Johnson Hubert Wilson data Claxton loung Bill Koss lbert Johnson Kirty Van Ausdall Joe B. Michie

* * * * * * * * * * * * * * * * *

ROTARY PRESIDENTS 1946-1976

Cecil Book Delbert Harper Pat Patterson Harry May Willie Chaffin Leonard Limbaugh Fred Henley Dr. Philip Aquino A. B. Rhodes Perry Cooperman Cuz Moreland John Chaffin Delmar Cobble -Albert Roberson Berl Cohoon Jack Cooperman

Horace Dunagan, Jr. Howard Teeters Harold Robinson Vic Hill Joe Tipton Howard Ray Terry Rollins Dr. Joe Brewer Carl Hutchison Dr. Terry Swinger Al Lawrence George Wright Robert T. Meeks, Jr. Ralph Stone Dr. Richard Swartz



Charles G. Ross -President Chamber of Commerce in 1946 and



James M. Reeves Attorney for the Bridge

ROTARY MEMBERS

Dr. Philip Aquino Jim Atchison John Bowers Charles Boyd Dr. Joe Brewer Roy Cooper Jack Cooperman Perry Cooperman Noel Dean Horace Dunagan, Jr. Dr. Alan Gubin Delbert Harper Jerry Hatley Paul Holden Carl Hutchison Kenneth Leggett Willard James Harold Jones

Bryon Luber

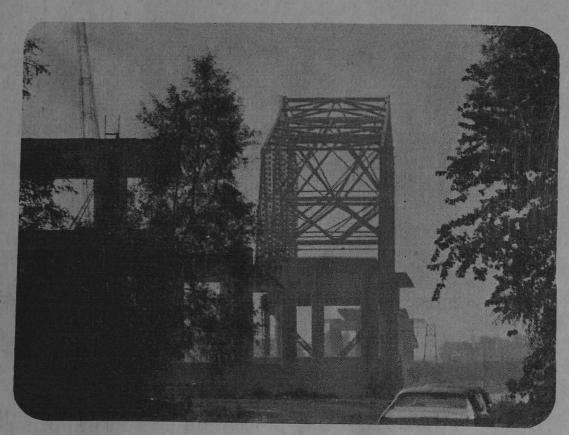
Robert T. Meeks, Jr. Roger Meyers Richard Michie Charles Miller Carl Morris Glenn Petersen John Ed Pullam J.J. Richardson Albert Roberson Terry Rollins Ralph Stone Ron Stutzman Dr. Dick Swartz Dr. Terry Swinger Charles Thomasson Bill Townsend George Wright

Garland McTernan



Left, March, 1973 Workmen silhouetted by the sun.

Right, October 18, 1973 The bridge looms big on the Missouri side.





Left, June 27, 1974 A bird's eye view of the bridge.

Right, March 27, 1975 The Missouri approach spans take shape.





Progress Is People ... Working



315 Ward Ave.

333-4006

What Makes A Good Tomorrow? The Things **Achieved Today**



We are proud of all those involved in the construction of the I-155 Mississippi River Bridge. dedication and unsurpassed achievement have given us the insight we need to work together.

> Don Medlin Farm Equipment

Phone 333-0668



We've Got What It Takes To Reach Our Goals!

Thanks to YOU!

We salute everyone for the fine job that was done in the construction of the new bridge. Here's to continued success.

Caruthersville Gin & Supply Inc.

CONGRAMMANONS

together

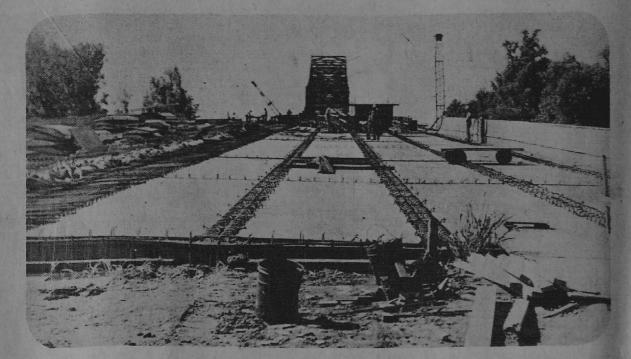
NORTHERN PROPANE GAS COMPANY

Hayti

E. Broadway 359-0512

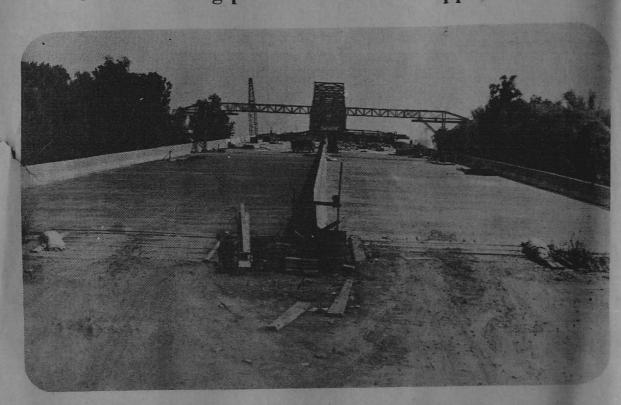
The completion of the I-155 Mississippi River Bridge was a job completed through teamwork We can't do it alone! We'll need each other to fulfill our dreams for the future. It's an important job and it may take a while,

but it WILL happen. Let's be a part of it.



July 24, 1975

Concrete being poured on Missouri approach.



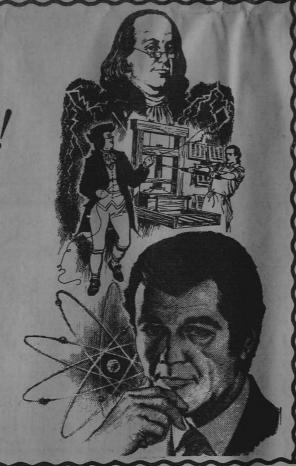
September 11, 1975

Width for 6 traffic lanes is apparent in this picture.

Progress...For A Better Tomorrow!

It's your future . . . and ours, too. Let's get together now and work towards making it the best ever!

> PYLATE **MACHINE & WELDING WORKS**





The opening of the I-155 Mississippi River bridge is the work of progress. It happens when Americans work together towards one common goal -- a better way of life

for all!

Cooperman & Sons

Furniture Exchange

108 W. 3rd

333-4209

Askafriend Firestone

"It seems I was always haunted by high tire prices. Then one day, my friend Bob Cratchit told me about Firestone . . . how their tires wear so long and are priced so reasonably. I tried 'em and, you know, they made a believer out of me ... and I've bought Firestone ever since!

If you're wondering what tire brand you should buy . . . to coin a phrase, "Ask a friend about Firestone."

E. Scrooge

Budget balancer 4-ply polyester cord Deluxe Champion®

This wide, strong tire is smooth and easy on the road and easy on your budget.

as low as

B78-13 \$23.00 \$1.84 C78-14 D78-14 25.00 2.12 E78-14 2.25 F78-14 29.00 2.39 G78-14 30.00 2.55 2.75 H78-14 G78-15 31.00 2.58 H78-15 33.00 2.80 L78-15 All prices plus tax and old tire. Whitewalls add \$2 each.

Blackwall

A78-13 Blackwall.
Plus \$1.74 and old tire."A" size 5-rib design.

Dollar stretcher **Double Belted** Deluxe Champion®

1977 new-car tires!

Your dollars go a long way with this rugged long mileage tire. It has two strong fiberglass belts and a polyester

as low as

\$29.00 \$33.00 \$1.75 1.98 G78-14 38.00 42.00 2,60 H78-14 45.00 2.83 J78-14 47.00 2.96 37.00 F78-15 41.00 2.54 G78-15 2.65 42.00 46.00 H78-15 2.87 J78-15 43.00 48.00 3.03 3.14

Plus \$1.75 F.E.T. and old tire.

Gas and mileage saver Steel Belted Radial 500

BR78-14

mileage-per-dollar tire gives you radial handling, long wear and gasoline savings (see us for test data). as low as

\$55.00 CR78-14 175R-14 56.00 DR78-14 185R-14 58.00 59.00 FR78-14 195R-14 63.00 HR78-14 215R-14 71.00 GR78-15 205R-15 68.00 HR78-15 215R-15 73.00 225R-15 JR78-15 76.00 235R-15

165R-14

All prices plus tax and old tire. Whitewalls available in most sizes. Add \$2 to \$4 per tire.

BR78-13 Blackwall. Plus \$2.11 F.E.T. and old tire. (Also fits 165R-13) Prices shown in this ad available at Firestone stores. Competitively priced wherever you see the Firestone sign

rree mounting

Mini-

Sport®

6.00-13, 5.60-14,

All prices plus \$2.29 to \$3.30 F.E.T. exchange. Blackwall, 6-ply rating.



2.31

2.42

2.49

2.69

3.07

2.97

3.15

3.31

Firestone Christmas Album

8-track tape

All prices plus tax and old tire. Whitewalls add \$4 per tire.

Small cartires

Champion®

All prices plus tax and old tire. Whitewalls add \$5 per tire.

33.00

Additional

\$1.32 to \$1.51

Dyersburg, Tennessee 901-285-5252

315 W. 4th St.



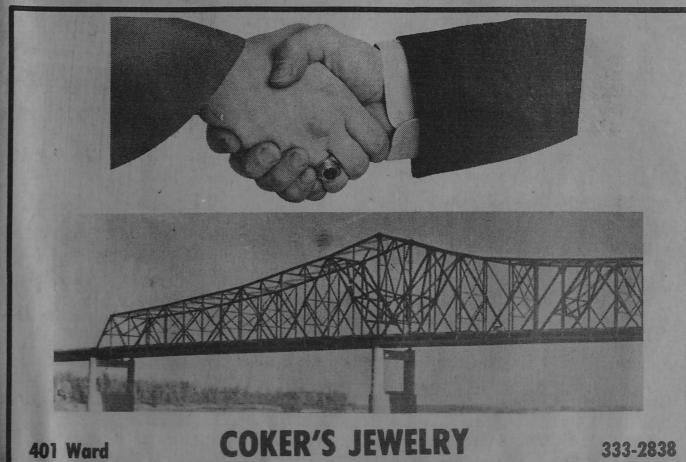
February 29, 1976 A clear, warm, Leap Year Day brings many sight-see'ers to the bridge.



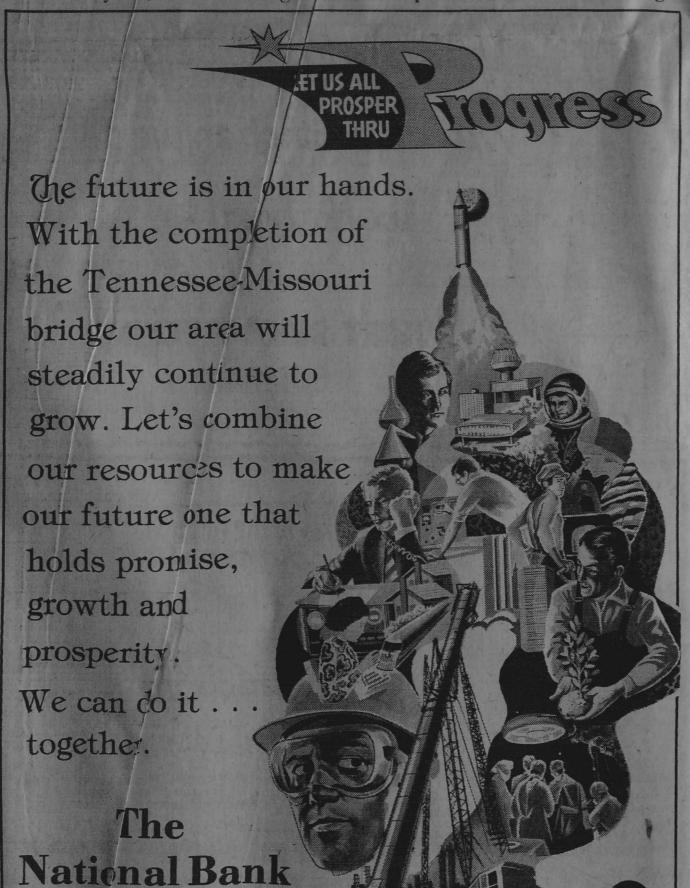
February 29, 1976 A danger us but impressive look at the bridge



November 6, 1976 The end of construction is in sight.



Ol Ward COKER'S JEWELKY



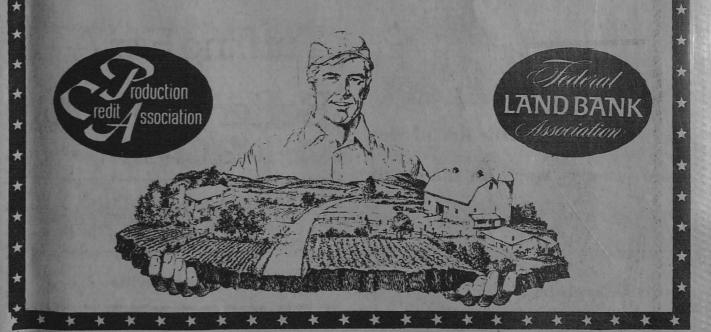
Service Is Our System

Of Caruthersville

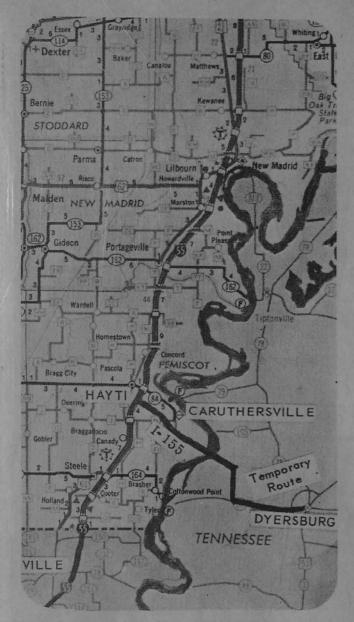
Phone 333-2240

Congratitulations

The farmer stockholders of the Farm Credit System would like to salute all the individuals and groups who worked so hard in the construction of the I-155 Mississippi River Bridge



Follow the construction of I-155 in these pictures



This map shows the temporary route of I-155 which allowed the new bridge to open on Dec. 1, 1976. Work on the Tennessee portion of the Interstate route was behind schedule.



April, 1971

Early construction on one of the shortest Interstate highways in the country.



June 27, 1974 This aerial view shows early work on the single traffic exchange on the Tennessee side between the river and Dyersburg.



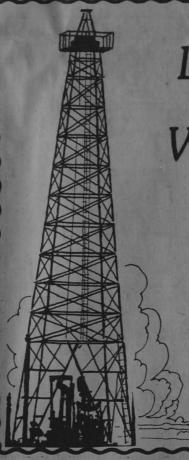
Progress

It Keeps The
Wheels of Time
Turning For A
Better Tomorrow

Compliments of

Ashley's OUTLET STORE

Caruthersville



Let's aim for the heights.
We can do it when we all work together.

From The Employees At

JERRY REECE TRUCKING
COMPANY

1 Hayti, Mo.

359-2243

PROGRESS



We make it happen when we all

work together!

'76 key to the futue

Meeting new challenges . .

Reaching new goals.

From the employees at

Federal Compress & Warehouse Co.

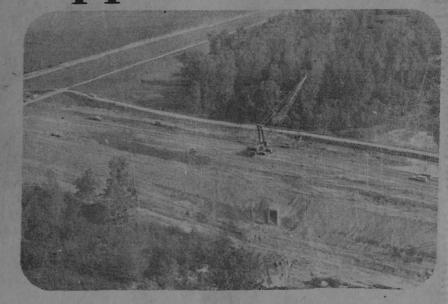
Flood waters of 1973 wash out bridge approach work



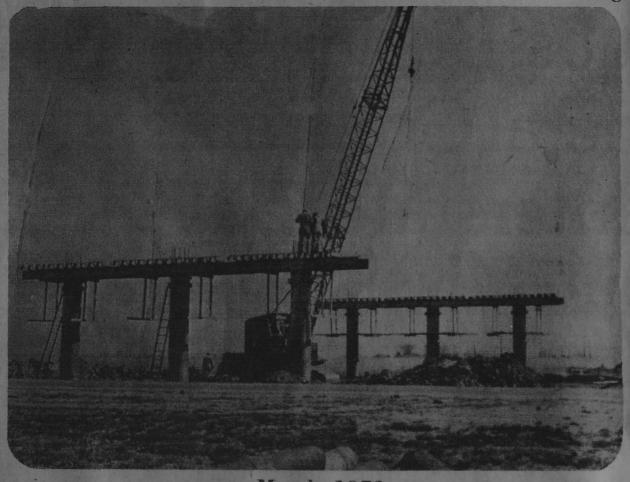
July 7, 1973
Flood waters wash away bridge approach.



October 4, 1973
Millions of dollars in damages done
to bridge approach by river.



October 11, 1973
I-155 roadbed back in shape after flood.



March, 1973
Overpass northwest of Stubtown being readied.



October 18, 1973
Work continues on approach span on Missouri side.

We are happy to congratulate all those involved in the construction of the I-155 Mississippi River Bridge and proud to announce our total assets have reached \$111,557,354.76.

We Can Help You Be A Part Of The Future



Whatever your hopes, your plans, your dreams, we can help you set them in operation now. If you need a savings plan, we have them to suit each individual family's situation. Or, if you need a loan, we can arrange that too . . . on terms convenient to you.

Colonial Federal Savings

Cape Girardeau Caruthersvil

Caruthersville Office: 713 Ward Ave. 333-2667







We The Undersigned Salute All The Individuals, Groups, Clubs, Businesses, And Local, State, And Federal Governments
That Made Possible Interstate 155 And The Tennessee-Missouri Mississippi River

Starfield Jewelry Store Crow's Super Market Mr. of Mrs. Kalvert Kichardson Mr. + Mrs. Heyt Cain Mrt Mrs. Edward L. Tutt Michael B. Hazel Mr + Mrs. John Turnage Mit Mrs. John M. alford Mrs. Oleye Coler Mit Mis. albert (Spid) Walter Mr + Mrs William Scott Walker Tern) Burres auto Vanto Bea Willis Keaty Bar Mr. + Mrs. Chip Lewis Mr. & Mrs. John Univert Mrs. 4 Mrs. a. V. Tarpley Mr. + Mrs. Koger Medlin Mr. + Mrs. James R. Thurphy Mr. + Mrs. Aroy & McCullach Jr. Hays Store Inc. - Carutherseille Mr. & Mrs. Kodney Colyott Magic Mart Pics Motel Judge Mrs. William L. Kagland Caruthersville Police Sugartment Laslar Cely

Schenke Family

The Robert T. Meets Jo Family

rey Meeks

Bridge.

udge - Mrs D. J. Merideth Mid- Continent direraft corp. Deinard Insurunce agency Sheriff Charles an Faris Latter Furnistere Company Gale T.V. John Vale Home Oil and Las Co. Floyd 6.8 Martha Jane Wilks Rolf & Dorothy Rushing Wotkins blumbing + Heating Compare May Mas of A Vintakusing mire Ruby Horpes Caruthersille Business + Proposional Nomen Martin al Co Justadon. Touch + Country Supply Co. Donic Drive-du RALPH'S BARber Shop Darris Beauty Shop arthur J. Stephenson James Jardery Nelson Food MKI. Hubbard LBR. Co. Pemiscot Oil Co. Discount Tire Center U.S. Postal Service-John Ed Oullam, Post muster

Mr. + Mrs. Michael T. Kallins anilos lason amo un mis Puth Bosey Mulber's Sewice Center Dick + Hele Mulbery Mr. and My Glenn E. Daueton Harald Wartha Jones Ethelene Wistlyhood Mary Crews Joplin Me & Mrs. Davrelle W. Revelle Z Denner & Luille Fike Mr. + Mus. John S. Tinite Mr. & Mrs. Crarles C. Many Mr. + Mrs. W.T. James Me & Mrs Harvey J. Hapkine Ketual Senior Volunteer Program Wil King ewell Biene Jay R. Pierce Dary Jun Camp Level Camp Howard & Boots Fike Tatricia Herren Franklin Herren

Brian K. Mathenia Harely Jones Joe S. Blever, Ed. alan & Mulin 40 Karen Brady of agray Rom Sémo Club Pascal Kiekpatrick garry Claylon Laymond Malel Thorles Brady Tolly Clayton Kevin m. Hel J. Thos, Markey Vicki Lillman Repa Clayton Belly Joe Hinchy Sugarnos Hise June M. World Ira Singleton Rishard I Juvel DOS. Dianne Malette Baden & John Fire Jame & Sue Fike

Interested Steele citizen helps by writing President Lyndon Johnson

Dear Sir:

March 15, 1976

I want to write a letter as an interested citizen. The people need to know the way to get representation is to ask, and sometimes we are heard. In other words - believe that one person can be heard. The individual can be heard loud and clear and I appreciate the ear that hears when spoken to. I have an answer to a letter that I wrote to President Johnson when he was in office back in 1964.

I wrote and explained the necessity of a bridge in the vicinity of Caruthersville, and federal funds so

Tennessee and Missouri could get the ball rolling. We got federal funds quickly.

You may print both letter - this one and the one from Washington. My reason for writing now is because this is to you the spirit of '76 in the Missouri Bootheel. We are moving on, proud to see taxation with representation working for us - the people of the United States.

Thank you, Mrs. Obie Pierce Steele, Missouri

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS
WASHINGTON 25. D.C.

OFFICE OF THE ADMINISTRATOR

August 7, 1964

Mrs. Obie Pierce Route 3 Steele, Missouri

Dear Mrs. Pierce:

The President has asked me to trank you for your July 18 letter concerning the construction of a Mississippi River bridge in the vicinity of Caruthersville, and to assure you, that it is a pleasure to receive letters from persons interested in locations for highway facilities that will best serve the traveling public.

This proposal, together with the determination of a detailed location for Interstate Highway 24, is now under study. I can assure you all factors will be thoroughly examined and evaluated before action is taken by the Bureau of Public Roads.

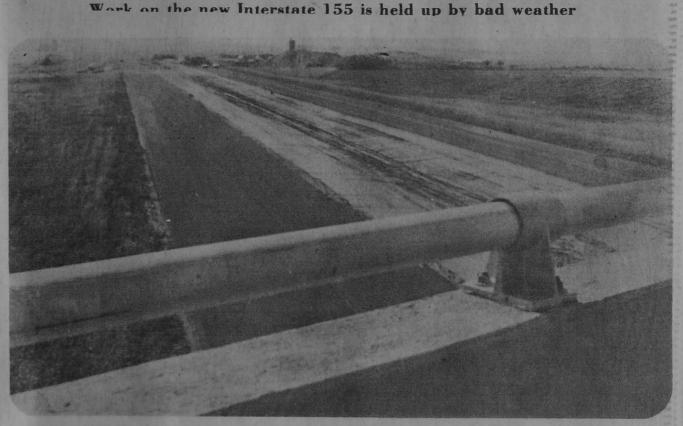
Your interest in this matter is appreciated and I assure you your views will be carefully considered.

Sincerely yours,

Rex Mi Whitton
Federal Highway Administrator



Dec. 10, 1974



June 7, 1976

The view from the South Ward Overnors show

The Cotton Country Collection

presents limited edition prints by

Larry Adams



Powell's Ferry



Cottonwood Point Ferry

Signed and Unsigned prints will be offered as 9 x 12 or 11 x 14

128 W. 4th

Prints go on Sale Dec. 1

Caruthersville

Welcome to Dyersburg

With the opening of the new
Mississippi River Bridge, we offer our
congratulations and welcome you to
the Dyer County area.

Greater Dyersburg-Dyer Co.

Chamber of Commerce

DRICHRASS



We've Got The FUTURE In Our Hands!

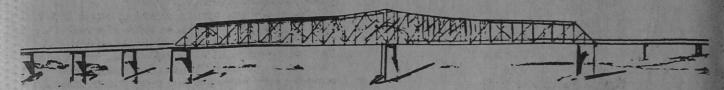
The dedicated men and women of our area are working together to make our future better than ever.

The construction of the I-155 Mississippi River Bridge is an important part of that bright future. Through continuous advancement and hard work we can make it happen.

BANK OF STEELE

YOUR
PERSONAL BANK
WE ARE A SERVICE INSTITUTION
FOR

Ol' man river to be bridged



OL' MAN RIVER TO BE BRIDGED AGAIN

Here's a designer's sketch of the bridge to be built across the Mississippi River just south of Caruthersville on the Missouri side of the river and not far from Dyersburg on the Tennessee side.

A cooperative construction project which will involve both the Missouri State Highway Department and the Tennessee State Highway Department, the building of the bridge will create a link between Interstate Route 55 in the Missouri Bootheel and the Dyersburg area of Northwest Tennessee. When it is completed, the bridge will carry traffic across

the Mississippi on Interstate Route 155.

The Missouri State Highway Department will have charge of the construction to the bridge's approach on the Missouri side, its main spans, and its steel girder approach on the Tennessee side. Other elements of the bridge's construction in Tennessee will be handled by the Tennessee Highway Department.

Missouri's part of the construction of the bridge will be accomplished through the district 10 office at Sikeston. Present plans call for the letting of the first contracts for the job in November. (Sketch from Missouri News, Aug. 1969)



June 7, 1976

Local residents dodged trucks hauling chat and sand for several months. The material for the new highway was brought in by river, then hauled to the

construction site by trucks.

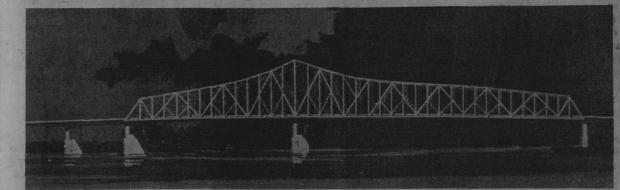


June 9, 1976

This picture was taken on the second day of paving.

This concrete was being laid just east of South Ward.

Bridge The Gap -- In Your Diet



With Fresh Fruits and Vegetables

Grand Opening - Register for FREE Fruit Baskets o Be Given Away

Thursday, Friday and Saturday

Grapefruit 18 lb. Sack \$2.49 Carrot's 3 lb. bag 49¢

Red Potatoes 5 1b. bag 59¢ Yellow Onions 3 1b. 29¢

1101 Fair Blvd.

RAY'S PRODUCE

333-4080

For many years we have been reporting on the dream of a bridge across the Mississippi River Linking Southeast Missouri and Northwest Tennessee. From today on we will report on the progress our new bridge brings to both sides of the river

Today we join

"Hands Across The River!"

Seldom have so many people been so close, and yet so far away.



Now we are closer and our friendships will grow and prosper

Congratulations from

Pemiscot Publishing Company

The Pemiscot Journal

TUESDAY

(Named the No. Two large weekly newspaper in Missouri)

111East Fifth Street Caruthersville, Mo. 314-333-4336 The Democrat-Argus

THURSDAY

(Named the No. One large weekly newspaper in Missouri)

Objections from boaters

(Reprinted from The Democrat ARgus, September 22, 1966)

Strong objections were raised by commercial navigation interests Tuesday to the design of the Mississippi River Bridge proposed for construction seven miles south of

The protests were made at a public hearing held by the U. S. Army Corps of Engineers in the National Guard Armory at Caruthersville during which substantial testmony was given in support of the current bridge design selected

by the Missouri Highway Department.

A unified stand taken by those opposing the bridge was that the horizontal and vertical clearances of the two navigation spans do not meet minimal safety requirements for the commercial river traffic.

Another point, though stressed not as much, was the effect the proposed bridge might have on the navigation channel of the river in spite of plans for additional channel

control measures that have been planned.

An estimated 150 persons were on hand for the hearing presided over by Colonel James A. Vivian, the Corps district engineer at Memphis. The session was more than 30 minutes in starting as Colonel Vivian waited for M. J. Snider, chief engineer of the Missouri State Highway Department. Snider's plane had to land in Malden due to bad weather. The hearing finally started without him, but he arrived within about 20 or 30 minutes.

On hand for the session aside from the personnel from the Corps of Engineers, representatives from the Missouri and Tennessee highway departments and navigation interests, were residents of Dyer County, Tennessee, and Pemiscot County.

Warner Dunlop, deputy chief engineer of the Tennessee
Highway Department read an opening statement prepared
by Snider as the project is a joint venture of the two states.
After establishing the need for the bridge and providing
a history of the effort to get a span, the statement

discussed the bridge location and design. It was pointed out that the location, 7 miles downstream from Caruthersville at Boothspoint, Tennessee, and near Kinfolks Ridge, is at a narrow point in the river where an economical type and span arrangement can be used.

Snider's statement also pointed out, "The location is such that more than a mile of straightaway channel line will be available for river traffic going downstream and planned river control works on the right bank upstream will increase that distance considerably."

It was brought out that as the result of studies conducted by the Corps of Engineers, the original plans for the bridge were revised to lengthen it by 1,500 feet on the Tennessee side to avoid possible navigation and flood control problems. The original length of the bridge had been planned as 5,600 feet but now the length proposed is 7,100 feet. There are two navigation spans beneath the bridge with horizontal clearance of 784 feet each and vertical clearance of about 52

feet at the 1937 flood stage.

The plan, Snider's statement said, "results in the most economical bridge compatible with reasonable navigation

He pointed out that several alternative plans suggested by navigation interests would require an entirely different type of design for the bridge and that the cost would be increased anywhere from \$1.5 million to better than \$3 million. The present estimate on the cost of the bridge is about \$17 million with the federal government paying 90 per cent of that under the Interstate program and Missouri and Tennessee splitting the remaining 10 per cent down the

The project engineer from Sverdrup & Parcel, St. Louis architectural firm which designed the bridge, also presented details about the specifications of the proposed bridge. A. F. Mannes went into a great deal of technical

Gale Chapman, representing the Mississippi Valley Association, joined in the move to have the plan changed as to span clearance. He was followed by Mc Vey F. Ward of the American Waterways Operators Association, and a member of independent commercial towing firms.

The only commercial riverman to speak out in support of the proposed design was Caruthersville's own Baxter Southern, who operates Southern Towing. He, in an impromptu statement, told the group that if there is a problem in navigation through a 784 foot clearance, "then it is not time to change plans, but time to change pilots."

Ralph Phillips, regional engineer for the Bureau of Public Roads which administers the Interstate program, brought out that the specifications of the Caruthersville Bridge are greater than those of most bridges on the Mississippi today. While the government is also concerned about the safety and lack of interference for river traffic, it is also concerned with the safety and economics, he pointed out. Phillips added that the proposed plans take into consideration all of those factors.

In closing the two-hour session, Colonel Vivian said all the testimony will be taken back to Memphis where he and his staff will review it. He will then make his recommendations and forward the application for permission to construct the bridge to the Secretary of the Army in Washington, from whom final approval must be granted.



Mrs. Mary Shoptaw

The woman with the dream

BY RALPH CLAYTON

Behind every man, and every project, there is at least one woman who keeps things going. There is such a woman behind the dream of a bridge across the Mississippi at Caruthersville. That woman is the late Mrs. Mary J. Shoptaw of Caruthersville.

Mrs. Shoptaw died in 1971 at the age of 85. She did not get to see her dream of a bridge across the river completed, but she did get to see the work started. Many force on the bridge project, this story would not be written. the bridge today.

For many years Mrs. Shoptaw worked to keep the interest in the bridge up. This went back to the days when it really was just a dream. Her extreme effort was put forth in the early sixties when she and some of her friends wrote to every official who could possibly help to secure the bridge. They got petitions signed and sent them to the people who made the decisions. Following is a note from a report Mrs. Shoptaw gave in

1961: "A brief history of what we ladies have been doing toward securing a bridge across the Mississippi River: First, we mailed letters to ten top officials, including the President, the governors, Senators, and Congressmen. We received a reply from all of them except the President and he referred our letter to the Corps of Engineers.

"Second, we circulated petitions in this city to the following asking them to get signers for a bridge and mail them to the Honorable J. J. Corbett, Chief Highway Engineer, Jefferson City. (12 businesses and civic clubs were listed.) This was done July 18, 1961. We mailed sample petitions to the following towns and asked them to execute them. (20 towns were listed.)

Mrs. Shoptaw had the idea that if local businesses would have a rubber stamp made calling attention to the need for the bridge, it might help. She had several made and the stamps were used to put on the backs of envelopes going out of town, on statements, and on other information being sent to other places. The stamp read: "It's NOW That We Need Mississippi River Bridge Near Caruthersville. Let's Link Missouri & Tennessee."

In some of Mrs. Shoptaw's notes was this list of reasons for wanting a bridge: "A boom in trade. The vast wholesalers locating distribution points will be studied and sought along with the tourist industry. Business and tourist trade crossing into Tennessee, Arkansas, Kentucky, and Missouri. A bridge would pave the way for a luxury never before enjoyed by the Business trade and tourists. It would mean fast transportation across the Mississippi River. It would tie all the states closer together. It would mean economic, industrial and tourist development. Travelers would find traveling time shortened. It would hold for our area a completely new labor market and surveyed for industrial employment from one state to another.'

In her files Mrs. Shoptaw had letters from such ranking officials as Former President Harry S. Truman, Missouri Highway Department Chief Engineer J. J. Corbett, Tennessee Gov. Buford Ellington, Mo. Gov. John Dalton, U. S. Senator from Missouri Edward V. Long, Mo. Congressman Paul C. Jones, U. S. Senator from Missouri Stuart Symington, Tenn. Senator Albert Gore. Tenn. Congressman Robert A. Everett, Federal Highway Administrator Rex Whitten, U. S. Senator from Missouri Tom Eagleton, and Mo. Congressman Bill Burlison. These letters were not form letters, but letters from these officials discussing plans Mrs. Shoptaw had offered or giving answers to questions she asked about the bridge.

This great activity was done when she was 76. Many younger people had given up hope for a bridge, or felt it would be many more years in coming. Mrs. Shoptaw wanted the bridge then and did everything she could to get

The postage she used on her correspondence was paid for out of her own pocket. When the petition drive was underway she drove to other towns at her own expense. This really was the impossible dream, but Mary Shoptaw felt it could and would be a reality some day.

Mary will be watching today as the ribbon is cut opening the bridge. She will be able to rest now. Her dream has

people have given a great deal to the bridge project over the years, but if Mrs. Shoptaw had not been such a strong

She was a strong, guiding light and perhaps without her constant effort and concern we might not be driving across

Corps to reconsider span design

It was learned this week that the Department of Army has returned the plans of the proposed Caruthersville Bridge to the Corps of Engineers district office in Memphis for reconsideration. Last month the Corps announced the proposal had been rejected because the Engineers felt the horizonatal span should be 900 feet instead of the 800 feet

proposed.

Marvin J. Snider, chief engineer for the Missouri State
Highway Department, said he had received letters from
both Washington and Memphis that the rejected plans had
been returned to Memphis for reconsideration.

The head of the Highway Department added that Col.
James A. Vivian, Memphis District Dengineer for the
Corps, had notified him that the state should submit any

additional information it might have in regard to the proposed bridge. Snider said that such information is now being compiled in Jefferson City and should be in the Memphis office this week.

Snider added, however, that his request to the Corps that they provide some justification for the wider spans has received no response. He stated that the Highway Department still does not know why the Corps of Engineers has ruled that there must be horizontal clearance of 900

Even more perplexing, he pointed out, was that as far back as 1964, the Corps of Engineers recommended a minimum of 800 feet. This was mentioned after the Highway Department had sought recommendations from the Corps of Engineers as to bridge dimensions.

Certain river interests have claimed that there were no

efforts made to confer with them prior to the public hearing in September of 1966. Snider pointed out that in 1964 he contacted several barge line representatives in an effort for a meeting but they showed no interest.

An executive of a leading river magazine stated ... "highway builders are in no position to say when the navigation clearance of a bridge over a river is safe or not." Snider, who also received a similar comment from the same magazine, pointed out that one of the leading

engineering firms with an outstanding reputation for bridge design has done much of the work on this bridge.

He went on to add that there is a special department in the Bureau of Public Roads who specialize in this field and they, along with the engineers, have been guiding the Highway Department on this matter.

"It is not the Highway Department alone taking this stand on the bridge design," Snider pointed out. "The engineering firm, the Bureau of Public Roads and the

Highway Department feel justified in our position."

Snider stated that since the Corps of Engineers made the original recommendation in 1964 for 800 feet spans then it seems they could provide some justification as to why the state's plan for 800 feet was rejected and the 900 feet

clearance called for by the Corps of Engineers.

The original application for Corps of Engineer approval to build the bridge was submitted in February of 1966 by the State Highway Department after two years of study, conferences and planning. The hearing on the bridge was held in September and in late November or early December the Memphis District Engineer (Col. Vivian) submitted his recommendation to Washington that the 900 foot spans be

The original application called for navigation spans of around 700 feet but his was revised, after conferring with the Corps, to provide 800 feet spans. The state and federal highway agencies, however, feel it a waste of money to ditch the present design to go to 900 foot spans without

The additional cost of the change would be in the neighborhood of 1.5 million dollars. This is in addition to another change made before the hearing that upped the bridge cost by nearly four million dollars -- at the suggestion of the Corps of Engineers.

Snider, on several occasions has stated that the entire

problem might be solved if the Corps of Engineers can show justification for the change. If they can't however, he feels it is a waste of highway money that is needed

Missouri Delta Bank says

To all of those who helped make our dream of a bridge a reality....

Missouri Delta Bank serves the Tri-State area by offering....

No Service Charge Checking Accounts

The Missouri Delta Bank is the only bank in this area that offers you a checking account for a total cost of....

★ No minimum balance required ★ No limit on number of checks that can be written ★ No clubs to join ★ No fees to pay

Missouri Delta Bank In

Hayti, Mo.

Member F.D.I.C.



Dreams take years to arrive By J. F. [Pat] PATTERSON (Reprinted from The Democrat-Argus, November 6, 1964)

A bridge across the Mississippi has been a dream for nearly as long as there has been a Caruthersville.

Over the years there was talk, but the first action came in 1939 when the Pemiscot County Court entered into a contract with former State Senator A. L. McCauley to promote a bridge project for this area.

But there the action ended. Nothing was ever done about it and in 1946 the incoming board of directors of the Caruthersville Rotary Club under the leadership of incoming president Cecil Book, decided to start a bridge project as a club effort. Club members soon found the project more than the club could handle and turned it over

to the newly reorganzied Chamber of Commerce. President of that body was the late Charles G. Ross.

On Sept. 15, 1946, a mass meeting was held in Dyersburg, Tenn., where the project was launched in a "Hands Across the River" committee. The purpose was to

"Hands Across the River" committee. The purpose was to build public support for the project.

In the spring of 1947 a traffic and cost estimate was made as a feasibility study, and the Caruthersville Chamber of Commerce paid for the report. The Dyersburg Chamber of Commerce paid \$500 toward that cost in 1950, after the Tennessee-Missouri Bridge Commission had been created.

The first study revealed the estimated cost to be far in excess of the potential earning power from tolls.

Many efforts were made during the part few years, and

Many efforts were made during the next few years, and in 1949, the Tennessee-Missouri Bridge Commission was created by joint legislation of the State of Tennessee and the State of Missouri.

Funds for a comprehensive traffic and cost estimate study were secured from the two state highway departments and the Bureau of Public Roads. This study showed the estimated cost to be \$12,342,000, with an earning power of only \$6,500,000 during a 30-year period.

Supplemental financing was needed and efforts were made to secure it from various sources.

The act creating the bridge commission gave the commission power to own and operate ferries in the area, and in an effort to increase the potential earning power from traffic, the commission obtained options on three ferries. It actually operated the Tiptonville Ferry for five years. It did not increase the traffic flow sufficiently and this idea was abandoned.

Every effort to secure supplemental financing seemed to fail and through the efforts of the Missouri members of the bridge commission, applications was made to the Bureau of Public Roads for an Interstate Link between the two states in January, 1962.

This application was not approved but upon the advice of officials of the Bureau of Public Roads, the application was not withdrawn and is the basis for beginning the study to

be made now that a link has been approved.

Members of the Bridge Commission have always paid their own expenses, and the Caruthersville Chamber of Commerce financed the expenses until about 1954.

In 1963 concentrated efforts to secure an Interstate Link

between the two states was led by Gov. John M. Dalton, with the assistance of the governors of Illinois, Kentucky and Tennessee. These efforts resulted in the approval of Interstate mileage in August of this year. Currently, the two state highway commissions have approved a study of the project which will result in designation of a site which when finally approved by the Corps of Engineers, will permit design and construction to begin.

The Interstate System is scheduled to be completed by

It is not possible to name every one having a part in the success of the project, for there have been those who thought they were helping but who, in reality, were harmful to the progress of the project. It is not possible to fully express the full appreciation of the citizens of this area to the members of the Bridge Commission for had it not been for their dedication and devotion to the project, success would not be possible.



Nov. 7, 1976 The new I-155 weigh station

Longer bridge spans are planned

(Reprinted from The Democrat Argus, September 1, 1966)
It was learned this week that the Missouri Highway

It was learned this week that the Missouri Highway Department has made certain revisions to the original plans for the proposed Caruthersville Bridge across the Mississippi River in order to avoid conflicts with other river interests.

D. B. Jenkins, the department's chief bridge engineer, said Tuesday that the new plans for the bridge call for a total length of 7,100 feet --- 1500 feet longer than the

original length.

The state agency sent the revised application to the U. S. Army Corps of Engineers earlier this month, Jenkins stated, after the two agencies had discussed a conflict over the proposed length of the bridge. Conferences were held and the Highway Department engineers went back to the drawing boards to see what revisions could be made. The Corps of Engineers indicated that they were not objecting particularly to the length themselves, but said they were certain that the navigation interests would not be satisfied with the 5,600 feet length. Whether they will be satisfied with the new length is to be determined at the Sept. 20 public hearing at the National Guard Armory here.

Jenkins said the revisions were made without actually changing the basic bridge design. However, he added that if the new length is still not satisfactory and the Corps of Engineers requires it to be longer, then the department will have to change to a completely different design.

There are several reasons the Highway Department wants to stay with the original bridge design, Jenkins indicated, but the two main reasons are economy and appearance. The design chosen by the department offers good structural quality and economy at the same time, the engineer pointed out. It also has a sleek, modern

appearance. However, this would have to be changed if more length is required.

The public hearing will allow all interested parties to have their chance at making suggestions or challenging any features of the bridge. It will be at this hearing that navigation interests are expected to make any complaints they might have about the proposed structure.

The Corps of Engineers notice of the hearing pointed out that each of the two main navigation spans provides a clear horizontal distance of 784 feet. Minimum vertical clearance at highwater in the mavigation spans is 52.2 feet.

An embankment of about 5,970 feet long will provide the roadway from the Missouri level to the west abutment of the bridge while the embankment from the Tennessee levee to the bridge will be 7,400 feet long. The minimum roadway elevation on each embankment is about 5.5 feet above the elevation of the 1937 flood.

Both Jenkins and representatives of the Memphis District of the Corps of Engineers have voiced hope that the revised plans will be suitable to all involved, especially commercial river transportation, in order that work may get underway on the bridge as soon as possible.

The highway department engineer pointed out that his agency started work on the bridge preliminaries in January of 1965 and are just now getting to the point of having the public hearing. He said they are hopeful that no more delays will be necessary.

Should the present plans have to be scrapped, however, he said other designs have already been worked out and it would take little time to have them ready for another hearing. Still, Jenkins maintained that the present design is the one most desired by the Missouri and Tennessee highway departments.

Minor snag may grow into political struggle over bridge plans

(Reprinted from The Democrat Argus, December 29, 1966)
What appeared to be a minor snag for the proposed
Caruthersville Bridge might develop into a political struggle
among other things, it was reported Friday when it was
learned the Missouri Highway Department plans to
challenge a Corps of Engineers decision on the bridge

A joint application by the highway departments of Missouri and Tennessee asked Army permission to build a bridge over the Mississippi River near here. The plans accompanying the application call for two navigation spans with 800 feet horizontal clearance.

At a public hearing here in September, navigation interests demanded the plans be revised to allow 900 feet horizontal clearance between the piers and also south more vertical clearance. District engineer Colonel James A. Vivian of Memphis took the matter under advisement. He was to make recommendations to the Chief of Engineers in Washington.

Last week it was announced that the application had been rejected on the basis of the horizontal clearance in the plans. Vivian said he was not familiar with the detailed plans of the bridge but added if the horizontal clearance is amended and the plans resubmitted to the Corps that they would be approved in a relatively short time.

On notification of the rejection Friday, however, Marvin

J. Snyder of the Missouri Highway Department said he will seek "all political aid possible to block expansion of the two navigation spans."

His announcement confirmed statements made in September that longer navigational spans would involve both more money and more time for planning and possibly create another delay for the bridge project.

"It is a flagrant waste of taxpayer's money to call for 900 feet," Snider said. The chief engineer added, "Neither the engineers nor navigation interests have shown us that 900 feet is justified."

Snider charged the Corps of Engineers with "making this requirement to satisfy the navigation interests and not considering the public interests at all. This modification will cost at least \$1.5 million extra."

It was pointed out before the hearing by bridge engineer D. B. Jenkins of the highway department that to make the spans 900 feet would require an entirely different design for the bridge. There had already been one increase in the horizontal clearance made to try and satisfy navigation interests.

One highway official said after the hearing three months ago that if the plans had called for 900 feet spans the navigation people would have asked for 1,000 feet. "They want all the responsibility for safety to fall on the other fellows' shoulders and not their own."

Jenkins, the first to comment publicly after notice of the rejection had reached the Highway Department, said, "They have forgotten about the taxpayer completely and have shown no justification for the longer spans."

The Corps of Engineers controls all construction of bridges and levees along navigable waterways in the United States. Vivian said the agency sees no reason why the bridge can't be built near Caruthersville if it meets the requirements set down by the Corps.

First word of the rejection came through an announcement by Robert A. Everett, Congressman from Union City, Tennessee. He predicted a major delay but felt the bridge will still be built.

Vivian said he did not know about the final decision until he saw the legislator's remarks in a Memphis newspaper and did not get confirmation from Washington until a day later.

Congress Paul C. Jones of Kennett said Friday that he was "surprised" at the announcement but had little background on it at the time. At that time his only source has been Rep. Everett's public statement.

Jones did say, however, that he was planning to be in Memphis this week and intends to discuss the matter with Colonel Vivian. Until he learns more about the situation, Jones said he does not know what action, if any, he will take on the matter.

The Bureau of Public Roads, which supervises construction of all Interstate projects, had vigorously supported the proposed plans. It is headed by former Missourian Rex Whitten, who was previously chief engineer for the Missouri Highway Department.

Vivian, in a telephone conversation with The Democrat Argus last week, indicated he did not anticipate any major problems over the rejection of the plans and thus did not say what the procedure would be in the resulting situation.

The one sure thing that comes out of the situation is that, after two decades of effort, Southeast Missourians are accustomed to waiting for a bridge and now they will wait



Editorial Views

It is possible

(Reprinted from The Democrat-Argus, April 24, 1959) With ups and downs marked by varying degrees of optimism from time to time, but actually with no great amount of favorable progress made, the people of this area have waited long, patiently and hopefully that some time - SOME TIME - in the not too distant future a bridge might be constructed across the Mississippi in this general

A recent obstacle noted seems to be a division between the Tennessee and Missouri members of the Bridge Commission as to an exact location for the structure. The site approved by this body and by Army engineers some few years ago was near Caruthersville - just above the city with a connection with Highway 84 a mile west of the city. Now, it is reported, the Tennessee members want the site further downstream, in the Cottonwood Point neighborhood so that traffic would flow to and through the city of

Dr. E. L. Spence, Kennett member and chairman of the Commission, has a plan to work out a compromise, if possible, between the two groups. In an editorial in an issue of the Daily Dunklin Democrat last week, mention is made of this plan and the article goes on to canvass the situation and, in our mind, to pretty conclusively put the finger on the big deterrent to progress in the bridge-building business locally. The Democrat says:

"An effort to end the stalemate which now exists over the location of the proposed Southeast Missouri-Tennessee bridge will be made later this month by Dr. E. L. Spence of Kennett, chairman of the joint states' commission. This is welcome news to Southeast Missourians, who by now are discouraged over the possibilities of their bridge.

"The stalemate between the Missouri and Tennessee commission members has been a part of this discouragement. A site which earlier had been agreed upon by the members of the Tennessee delegation later became unsatisfactory to these men. The original site had already been approved by the U.S. Army Corps of Engineers, and then a shift in the membership from the state of Tennessee ended the agreement.

"A second contribution to discouragement over future possibilities of a bridge to span the Mississippi in the Bootheel area had been the seeming indifference of certain officials of the Missouri State Highway Department. The indifference was stemmed not so much from apathy toward the proposed Tennessee-Missouri span as from the willingness of the department to construct bridges (and thus deplete funds available to for this type of construction) at other points in the state. A few months ago the Missouri Highway Department triumphantly announced it would build still another bridge across the Mississippi at St. Louis, where four such spans within a relatively short distance of each other, seem capable of handling traffic in

"Thus the willingness of the highway department to spend funds for a free bridge at St. Louis ended, at least

temporarily any hope for a bridge in this area.

"We suppose that, eventually, Southeast Missouri will secure a bridge to span the Mississippi. After all, the odds are in our favor. There is a new span going up at Helena, another one being planned for Cairo and the one at St. Louis is a certainty. It would seem that, after several years, the department will run out of approaches and finally recognize the need for one in this area.

"Should Southeast Missourians ever forget the need for a bridge, not only for this 100-mile area, but for interstate traffic as well, take a close look at a map of the United

The Democrat-Argus

Published every Thursday 404 Carleton Ave. Zip Code 63830

Ralph Clayton, General Manager Charles Brady, Editor Phone 333-4336

Published every Thursday by Pemiscot Publishing Company at Caruthersville, Mo. Suscriptions for both The Pemiscot Journal (Tuesday) and The Democrat-Argus (Thursday) in Pemiscot county, \$7.00. Outside Pemiscot county \$9.00 per year. Single copies (15c) Fifteen cents.

Dedicated to the interests of Pemiscot county, its people,

its economy, and its institutions.





Second Class Postage Paid AT Caruthersville, Mo.

States. Note that coast-to-coast traffic arteries run across the U.S. until they reach the area which would be served by the proposed bridge. Then these arteries spread out, angling to Cape Girardeau and Cairo and down to Memphis. The importance of highways leading into this area from either coast is diminished because of the necessity of fording the Mississippi by ferry boats.

"The determination of Dr. Spence and other members of the bridge commission to end the current hassle over the location of the hoped-for bridge is welcome news. This is

The second hurdle will be to convince the highway departments of both states that a bridge to serve this area is essential and has been needed for years. Perhaps both departments can work to secure funds from the federal government to build the bridge, since the commission is unable to secure the necessary money from state highway

"It isn't as if Southeast Missourians and Western Tennesseans and Northeast Arkansans are asking for a gift. After all, the bridge will be self-liquidating through tolls.

"We're only asking for the right to pay for the bridge."

What bridge means

(Reprinted from The Democrat Argus, November 6, 1964) Governor Dalton's comments on the significance of the new bridge are as follows:

"The building of the interstate bridge across the Mississippi River at Caruthersville is one of the greatest things to happen to Southeast Missouri in recent years. It will give all of Missouri, and especially Southern Missouri an important new outlet to the Southeastern United States. This gateway across the Mississippi will couple both sides of the river in an industrial way.

"The fact that we have a new transportation gateway here will bring new businesses, more people and much more activity. This accomplishment has been one of the most rewarding of my administration because the results are immediate as well as long range.

"Our job now is to accelerate this project and expand its service-ability in every way that is open to us."

A true trade area

(Reprinted from The Democrat Argus, November 6, 1964) What will the bridge across the Mississippi mean to Caruthersville and Pemiscot County?

Here's what some of the leading citizens and

B. F. ROGERS, mayor of Caruthersville: "It's the biggest thing that has ever happened to Pemiscot County. Economically it is the biggest thing that could happen to us. It will be an additional industry for four years or so while it is being consturcted. It will tie Tennessee and Missouri together, as well as join the great recreational areas of the Smoky Mountains and the Ozarks together. I could talk to you for the rest of the afternoon, and not get it

all said what this bridge will mean to us."

BEN W. BURNS, president of the Chamber of Commerce: "The bridge will break us out of the corner we're in. It will give us an extended trade territory. Caruthersville has been hemmed in on two sides by the river. During construction a big expansion in employment will take place, which should project itself into the future."

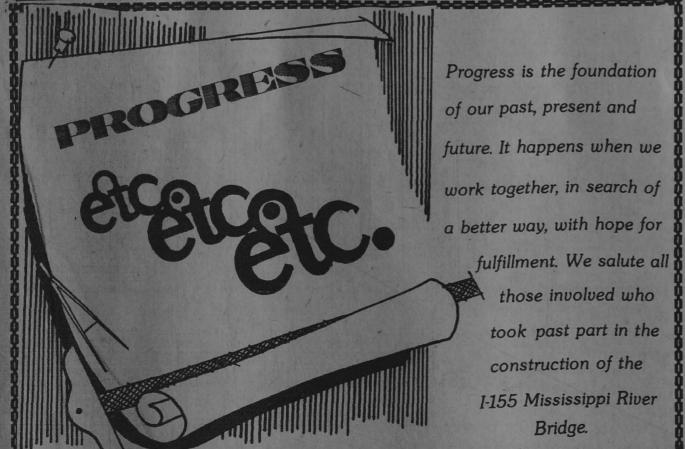
JOE TIPTON: "It will open commerce on both sides of the river, which will be economically beneficial to both

GORDON WRIGHT: "It will give us a central location that in time should make us a distributing center. The river and the connecting highways cannot be anything but a help to Caruthersville. The first thing we will see will be new motels on the road near Caruthersville, and every dollar left there will be a new dollar for our economy. And that is just the beginning. I think we'll get factories lafer."

WYMAN DILLMAN: "I think the bridge will cause our population to triple in 10 years."

HORACE DUNAGAN JR.: "Nobody really knows, but basically it's going to give us a complete trade area that we've never enjoyed before in our history."

J. F. [PAT] PATTERSON: "The loss in population of the Southeast Missouri area during the past 10 years must be stopped in some manner and the addition of a bridge may prove to be the beginning of an increase in the economy of the area by the addition of industry and other job opportunities for the people of the area. The mechanization of our farming industry has taken job opportunities from our people, and no one would deny this to be necessary in the economic picture of agriculture, and the construction of additional highways and the bridge alone will help offset this loss for several years during construction period. Increased traffic flow will naturally increase the need for motels, service stations, and kindred facilities which will add to the economy of the area. The farmer will benefit from such a river crossing facility by bringing river transportation to a wide area as it will improve the means of river transportation to a wide area as it will improve the means of getting crops to market at a lower transportation cost and thus provide a greater net gain in prices. Greater savings in transportation costs should also prove to be true for the consumer of manufactured products."



Add or take away?

(Reprinted from The Democrat Argus, July 1, 1965)

Q. - Since the Caruthersville Bridge across the Mississippi River is only a few years away, what do you think we should do to make sure business is drawn to Pemiscot County instead of taken away?

"I wish I did know the answer. Most of the people I know go to Blytheville or Memphis when they want something. Someone must know the answer." MRS. WOODROW P. BURCH, 306 E. 5TH.

"One thing the merchants could do is to get the items in their stores the people want. You either have to order them or go somewhere else." MRS. ED REICHERT, 809

"The general appearance of the businesses could be improved. As a matter of fact, all of us could improve our provate property as well." MIKE WILSON, 103 POPLAR.

"I think the merchants ought to practice what they preach. They are always telling us to shop at home, shop at home. And you look how many of them and their wives don't shop at home." MRS. R. L. DODD, HAYTI.

"I think giving the bond to the most courteous sales person is a fine idea. Last year a survey was taken in the county and one thing that ranked high on the list was discourteous sales people in stores. Also I think the shopping center on Fair Blvd. should continue to expand with attractive buildings." DR. TERRY SWINGER, O. D.,

River is the key

(Reprinted from The Democrat Argus, May 25, 1972)

"I think Caruthersville's big opportunity is in warehousing and distribution, using the Mississippi River in cooperation with the new bridge," Gordon Wright, a leading merchant in Caruthersville said in the second edition of Pemiscot at the Crossroads in 1964.

Wright acknowledged the statement and said, "I still feel the same way now that I did seven years ago.'

'Two years after I moved here (Caruthersville) in 1932, I felt that if we didn't look to the river, we wouldn't grow. We don't look to the river now and I don't know why. We used to have a pretty good river front, but it's about gone

He said that barge repairs on the river and terminals would improve it.

Wright said in 1964:

"I certainly think the new bridge will open up a wonderful opportunity for us to become a distribution center. We have been cut off until now by the river. Soon we will have free east-west transportation.

Seven years later, Wright still feels this is true although he wonders how long it will be before the bridge can help

"The task of bringing new industries to Pemiscot County will be easier" because of the new bridge, he said in 1964. Again, he still believes this.

"Since that seven years ago, Caruthersville has only gotten the Colson Plant and Mizpah Container Company," Wright said. "The bridge should bring more."

From The Folks

At The

Fashion Shack



shoppers to Pemiscot Co. To celebrate the opening of the bridge we are holding a gigantic sale.

20% Off

Everything in the store

Sale will last 3 days, Wed., Thur., & Fri., Dec. 1st thru 3rd

Fashion

333-2768 324 Ward Ave. Caruthersville, Mo

SCHLESINGER'S of Dyershurg, Tenn.

STORE HOURS 10 A.M. to 6 P.M. DAILY 67 GREEN VILLAGE SHOPPING CENTER, DYERSBURG, TENN.

Maerall

pantyhose & panties all in one.

by Hanes

regular 1.95

THIS WEEK 20% now only \$155

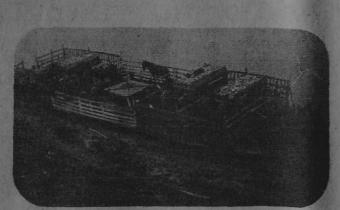
SCHLESINGER'S

of Dyersburg, Tenn. STORE HOURS: 10 A.M. to 6 P.M. Daily

67 GREEN VILLAGE SHOPPING CENTER, DYERSBURG, TENN.



THE LATE L. B. "BUNK" AND LATITIA POWELL in a 1941 picture. Their heirs own the landing sites on both sides of the river to this day. The living heirs are; L. B. Powell, Jr., Mrs. Sadie Conklin, and Mrs. A. B. Merritt, Sr.



THE SECOND MULE-POWERED ferry had the mules stationed in the center of the barge. This one could carry four wagons at a time across the river.

The beginning, and the end......



CAPACITY WAS DOUBLED ON THE 1914 vintage ferry. In this picture aboard the boat are L. B. "Bunk" Powell, second from the left with his hat on, and Thomas Lemuel Powell, Bunk's oldest son, standing with his hat in his hand.

FerryHistory Has Been Written

By RALPH CLAYTON

The last page of this special Interstate 155 Mississippi River Bridge Edition has been saved for a very special feature. The last page marks the end of the forty year effort to get a bridge built across the river linking Southeast Missouri and Northwest Tennessee and it also marks the end of a way of life for those who have lived near the river. Crossing the river meant a ferry ride at Caruthersville on Powell's Ferry or at Cottonwood Point on the Cottonwood Point Ferry. Today marks the end of those ferries and the way of life they have provided.

To link between the two states has been kept open from 1889 until today by the ferries. Commerce, vacation travel, and communications have been made possible by the ferries. Now those ferries are being replaced by the steel and concrete of the new bridge.

At Cottonwood Point, just south of Caruthersville on the Mississippi River, men rowed a small boat across the river from Tennessee which carried one wagon at a time. This was in the late 1800's. Later, around the turn of the 20th century, a motor-powered ferry was put into operation.

century, a motor-powered ferry was put into operation.

1904 saw "Captain Jim" Taylor buy the ferry operation from Carrol Finley. From that day to this, the Taylor Family has owned and run the Cottonwood Point Ferry. Captain Jim was followed by his sons, Eric and Ross. After Ross died six years ago, Eric continued to run the ferry. "It's part of my life" he explains

"It's part of my life," he explains.

At Boothspoint on the river, the Shepard family started up a ferry and ran there for several years. Later they moved to Cottonwood Point where they competed with the Taylor Ferry. The competition was hot and heavy for some time, until economic conditions encouraged a merger of the two ferry operations.

In 1921, cotton was selling for a high price in Tennessee, and hardly selling at all in the Missouri Bootheel. So, local farmers were hauling their cotton across the river to Tennessee and selling it. There was so much ferry business that the Shepards and the Taylors decided that they could both make more money and give travelers better service by

Frank and I. L. "Bus" Shepard carried the responsibility of the Shepard ferry while Capt. Jim ran the Taylor boat.

The present Cottonwood Point Ferry actually runs from Heloise on the Tennessee side of the river to the former site of Cottonwood Point. The settlement of Cottonwood Point was moved to the safe side of the levee to land owned by the Brasher family many years ago. On many maps, the community today is listed as Brasher, but no self-respecting Pemiscovian today could tell you where Brasher is. It's still Cottonwood Point.

One of the most remarkable times in the history of the Cottonwood Point Ferry was during the 1937 flood. Dyer County residents, trapped in the lowlands near the river appealed to the Taylors for help. "I didn't go home or across the river to Missouri for three weeks straight," Eric says today. "We rescued every man, woman, and child we could find, and moved them out. We took the ferry boats right up Tennessee Highway 20 to Finley, 12 miles inland from the river. We carried everything people could put on board from livestock to furniture.

I remember eating a lot of pork and beans on board during that time. The men in small boats with outboard motors would go through the woods searching for the stranded people. We would go in as close as we could. The people on the Missouri side of the river were protected by the levee and did not have this problem," the life-time ferry man says.

The Cottonwood Point Ferry boats are different from the

ferries operated at Powell's Ferry Crossing at Caruthers-ville. The Point ferries are "one-piece" boats. The "new" one-piece boats went into service in 1939 and replaced a stern-wheel boat which pushed the barge from the rear. "We had the one-piece boats built because of the strong wind coming out of the south up that long, straight stretch of river," Taylor explains. "If we were going to have new boats built today, we would want the same kind again.

"No one knows"

"No one knows how hard the work on a ferry boat is until they have done it," the ferry owner says. "These men have to work in all kinds of weather, snow, rain, cold. It's hard work. We have been fortunate to have a number of employees to stay on the job for a long time, like Reagan Mitchell, a pilot who has been with the Taylors for almost 40 years. And Edward Abbott, another pilot who has been with the ferry for 37 years. And Herman Middleton, a deckhand, who has worked on the boat for 30 years.

"Most of our employees have lived in Cottonwood and wanted to be near their homes. But we have had some good workers from Caruthersville and Steele, too. We have always been proud of our employees," Taylor said.

always been proud of our employees," Taylor said.

When asked how the business has changed over the years, Eric pointed out that traffic on the ferries has increased each year, until 1976. This, the final year of ferry operation at Cottonwood Point and Powell's Landing, has seen business drop off some, 1975 was the peak year.

"We have seen the equipment change over the years, but the big difference now is the amount of river traffic. There are so many more tow boats going up and down the river now. They slow us down sometimes because we wait on them to pass," the lifetime Pemiscovian added.

Back in 1889

Let's look back to the year 1889. L. B. Powell farmed land on the northwest most tip of Tennessee. This land happened, by a strange quirk of Old Man River, to be northwest of Caruthersville, Missouri. L. B. or "Bunk" as he was known, had a number of farm hands and their families living on his land. As the landlord, he felt responsible for these people. When they needed a doctor, or needed to shop for supplies, they either had to drive up the muddy road and back north to Ridgley or Tiptonville, or to try to cross the river into the largest town in the immediate area, Caruthersville.

Bunk's wife, Latitia, felt there had to be a better way to provide the necessities of life for the farm hands, and also to the Powell family. She encouraged Bunk to build a skift ferry to bring the folks across the river in. The boat was built, as Mrs. Powell was an educated, persuasive woman, and when the Powells or their hands needed to cross the river, the skift was united and rowed across.

People heard about Mr. Powell's ferry and began to ride their horses or drive their buggies to the Powell farm, put their animals in the Powell barn, and pay to cross the river on the form.

Better ferry needed

After the skift had been used for several years Mr. Powell, again with his wife's help, decided that a better and faster ferry was needed. One of the first, perhaps the very first, mule-powered ferries was built. Mules were hitched to a drive gear at the rear of a large barge and the

mules walked around in a circle, turning the drive gear which in turn turned a propeller which pushed the ferry across the river.

A problem arose with this first mule-driven ferry in that with the mules at the rear of the boat, the front was always "up in the air" and hard to steer. In 1902 a second mule driven ferry ws built with the mules stationed in the center of the barge. This ferry would haul four wagons and several passengers at a time across the river.

Twelve years later a larger mule powered ferry was built and this one would carry eight wagons and passengers. This new, modern ferry was lost in the ice when the river froze in 1917. Mr. Powell was living with his family in Caruthersville at the time and the hands who were responsible for caring for the ferry had been told to tie the boat up behind the island on the Tennessee side so it would not be damaged by the ice. It was not, however, and when the ice jammed up around the boat, the boat was torn loose and taken downriver.

Powell was notified of the loss of the boat and he immediately set out to find it. He was able to reach the ferry south of town by climbing over the frozen river. After trying for several hours to get the boat broken loose from the ice so he could steer it to shore, he was finally forced to give up and climb back across the ice to land. The ferry was never seen again. No one knows if the ice broke the boat up and it sank, which is probably what happened, or if it went on down river and some stranger ended up with a good mule-powered ferry.

Motor power arrives

The first motor powered ferry was built the next year. Since that time travelers have been able to cross the river in a short time, any time during the day or night, except when the river was too high or fog prevented the river from being crossed because of the danger.

From the time the ferry first started operating in 1889 until Mr. Powell's death in 1928 it was operated by the Powells. At that time the ferry was leased to Claude Gregory, Mr. Powell's cousin, for five years. At the end of the lease Mrs. Powell and her sons took over the ferry operation until sickness forced the leasing of the ferry again.

In the early 1940's Ross and Eric Taylor took over the transportation facility and have operated it until this time. Mrs. Powell sold the ferry equipment to the Taylors and leased the ferry landings on both sides of the river to them. At the time of Ross Taylor's death, his heirs, Mrs. Betsy Sayre and Jamie Taylor assumed his share of the ferry

In the early days of the ferry's operation bells on each side of the river were used to signal the ferry crew that passengers were waiting on the other side to cross. Later the bells were replaced with flip boards.

Thousands remember

Thousands, perhaps millions, of cotton wagons, trucks, cars, motorcycles, and foot passengers have crossed the Mississippi on the ferries. The bridge has now made the ferries a part of the past.

Mrs. A. B. Merritt, Sr., says that the Powell's Ferry may be kept open on a limited hour basis. If it is, we feel certain that many people will ride it to remember how it was to cross the river for so many years.

Today is the beginning of a new era, and the end of an old one



THE FIRST MOTOR DRIVEN FERRY at Powell's landing. Farm hands were ferried across the river each day to work on the Powell farmland in Tennessee. This ferry went into operation in 1918.

Ode to the Ferry

The ferry came; What a great day.

Traveling fast; Making haste and wave.

To the river; Many came to see. No improvement; Can take the place of these.

Much better; Than what had been. Moving fast; With stock and men.

Ready the deck hands; There service to render. Patiently helping; Only high waters did hinder.

Families in buggies and wagons boarded the ferry. Going East and West; No time to tarry.

To homestead and build houses, livings to earn. Left relatives, friends and memories; never to return.

There were happy events; Crossing the Mississippi River. People had the time; To talk to each other.

On the Father of Waters' a Journey to behold.

Stories from owner, and travelers, will be told.

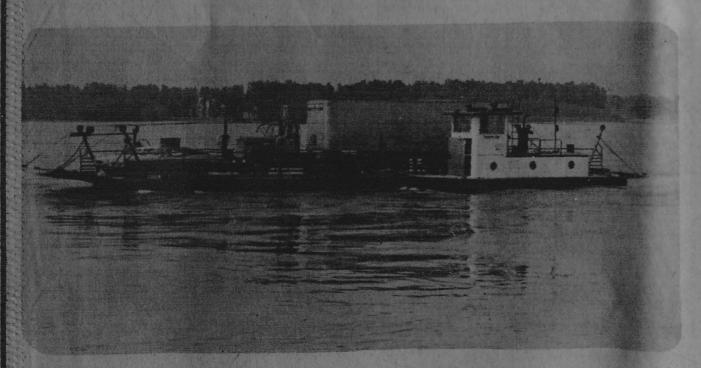
Pilot in his cabin; busy at the wheel.

Trusting in him; your heart did fill.

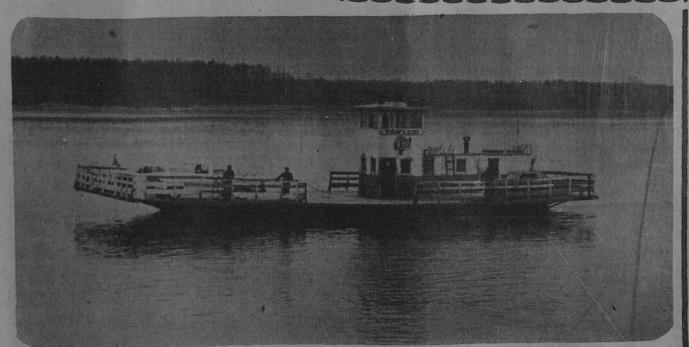
Trips across the river, many hours with speed. Taking lowly and prudent; Many were these.

Great has been the ferry; With credit we leave a mission of History; Passed on to thee.

written by Mrs. K. Norton Gill November 2, 1976 to commemorate the "Ferry Service" in Pemiscot Co.



UNTIL TODAY THIS BOAT and others like it have been crossing the river with cars and trucks on a seven day a week, 24 hour a day basis.



The 'new' one-piece Cottonwood Point Ferry has continued to work as the shadow of the bridge grew longer and longer.