OBITUARY

THOMAS J. SKILLMAN, 62, chief engineer of the Pennsylvania R. R. for 8 years, died Sept. 24 in Ardmore, Pa. Skillman was graduated in 1898 from Princeton University with a degree in civil engineering. He soon joined the Pennsylvania R. R. as a blueprint boy, next became rodman, was later advanced to division engineer at Cape Charles, Va. and in 1914 was transferred to Camden, N. J. in the same capacity. In 1917 he was appointed division engineer of the Monongahela Division at Pittsburgh and soon afterward was made chief engineer of the Long Island R. R. Promotion to the post of chief engineer of the entire Pennsylvania system came in 1927. He had to give up that position eight years later because of ill health. Skillman entered Pennsylvania service again in 1936 as chief engineering consultant.

THOMAS M. DORSEY, 78, retired building contractor, died recently at Louisville, Ky.

W. C. PLACHY, 83, retired civil engineer of Seattle, Wash., died there Sept. 21. He was a graduate of Northwestern University and had been with the Seattle engineering and water departments for more than 40 years, serving as city engineer in 1889.

HENRY M. RICE, Atlanta, Ga. contractor, died last week at Hapeville, Ga. For the past 34 years he had been in the contracting business, dividing his time between Miami, Fla. and Atlanta.

CHARLES W. JOHNS, chief engineer of the Chesapeake & Ohio Ry., died Sept. 15 at Clifton Forge, Va. at the age of 63. He joined the Chesapeake & Ohio in 1899 as an instrument man and was promoted rapidly, becoming chief engineer in 1923. At one time he was engineer of maintenance of way at Huntington, W. Va., leaving that position to become engineer of branch lines with headquarters at Richmond, Va.

THOMAS D. PIERCE, Indianapolis, Ind. consulting engineer, died Sept. 16 at the age of 60. Following one year of engineering work at the Western Reserve University, he attended Case School of Applied Science for two years, studying civil engineering. After a short period with the Duplex Catch Basin Co., Cleveland, O., he joined the F. A. Pease Engineering Co., Cleveland, as transitman. In 1903 he joined the Erie R. R. but soon became connected with the Indiana Public Service Commission. In 1931 he opened his own office under the title of Pierce & Associates, specializing in the field of municipally owned utilities.

ANDREW M. O'BRIEN, 83, retired building contractor of Lockport, N. Y., died Sept. 17.

ANDREW H. HOGAN, at one time member of the Hogan & Wold, contracting firm of Fargo, Minn., died recently at Fargo.

CHARLES P. RIECHERS, SR., for more than 50 years a building contractor at St. Louis, died Sept. 14 at the age of 72.

JOSEPH A. ROCHWITE, 66, retired contractor, died Sept. 14 at St. Louis, Mo.

• • •

California Water Company Sold to N. Y. Utility

Purchase of all the outstanding common stock of the California Water Service Co., which serves widely scattered California communities, by the General Water Gas & Electric Co. of New York, has been approved by the Securities and Exchange Commission.

The California company serves 31 communities and according to the commission's announcement is to receive $3,276,000 as payment for the stock. This includes $48,000 in accrued interest and $26,000 estimated expenses. The California Co. was owned by the Federal Water Service Corp.

Data Gathered as MWAK Seeks Additional Pay

Representatives of the federal government are busy at Grand Coulee Dam gathering data to offset the claims of the Mason-Walsh-Atkinson-Kier Co. for $5,000,000 additional pay for building the low dam at Grand Coulee. An attorney for the U. S. Department of Justice is now on the project to work in conjunction with Frederick Hamley, resident attorney for the Bureau of Reclamation, and the government is getting ready to offset the claims of the contractors.

The MWAK company after completion of its $29,000,000 contract filed a number of claims against the government, charging that the Bureau's inspectors were too stringent in their interpretation of the contract phases and that the company was called upon to do more work than it was paid for. When the company submitted its claim to Secretary of the Interior Ickes he did not see the necessity for a hearing to decide the justification for the company's charges. On May 1, 1939, the company began action in the U. S. Circuit Court of Claims, listing 31 different causes of action and claiming more than $5,000,000 additional payment.

Acme Photo

MISSISSIPPI RIVER BRIDGE AT LA CROSSE, WIS., DEDICATED

THE NEW $1,500,000 Mississippi River bridge at La Crosse, Wis., was dedicated Sept. 23 and has been opened to traffic. The structure, which is 2,626 ft. long including approaches, supplies a 30-ft. roadway and carries U. S. highways 14, 16 and 61 across the river. It is toll free. The Minneapolis Bridge Co., Minneapolis, was contractor for the substructure; and the Klug & Smith Co., Milwaukee, Wis., built the superstructure. Engineers of the Wisconsin state highway commission did the design work, the State of Wisconsin being the owner. E. L. Roettiger is state highway engineer and C. H. Kirch, bridge engineer.

Working Days On Old Bridge End Saturday For Tenders And Engineers; All Are Happy Over Modern Structure

Both Comedy And Tragedy In The Scene

Working days on the old Mississippi wagon bridge will end Saturday for the three engineers and three bridgetenders.

Some of these men have been there for many years, watching the traffic change from horsedrawn wagons and buggies to streamlined automobiles and super-trucks.

Men like Jacob Ritter, chief engineer, and Matt Stark, assistant to the chief engineer, saw the decline of river traffic about 1915, and with it the passing of the romantic steamboat days. They were still there in 1929 when the tide turned as a result of the government's river channel projects.

Engineer 36 Years

Ritter, who took his position in 1903 and has held it continuously for 36 years, can remember when the volume of river traffic reached its peak, and when the ultimate in rafting business was recorded. The years of 1895 to 1905, he says, marked the high point of traffic on the Mississippi at La Crosse.

The six who complete their work at the bridge are: Ritter, Stark, and Andrew Seger, engineers; and Joseph Dolle, William L. Schwarz and J. B. Murray, bridge tenders.

All of them are happy to see the new bridge come into its own. They agree it will be a fine thing for La Crosse and for everyone concerned. But there is an undercurrent of regret. Perhaps even greater regret than that of losing their jobs and wondering what they will be doing is the regret of losing their old friend, the bridge—the half-century-old landmark that has been the scene of their working hours for so long.

As Joe Dolle said: "Well, now, and how would you feel? We feel the same way!"

Looking back over the 31 years he has been assistant to the chief engineer at the bridge, Matt Stark (who came in 1908) finds both comedy and tragedy. The automobile accidents and the many drownings comprise the tragedy. Windy days when pedestrians crossing the bridge watched their hats sail over the railing and into the water provided a bit of the comedy.

Recalls Rafting Era

"The most interesting days to me were the good old rafting days, when we had 3,000 boats or more a season, and when you could look up or down the river at any time and see lights flashing," Stark asserts.

When the new bridge is opened to traffic about 12:30 p. m. Saturday, the old draw bridge will be closed, six veteran engineers and tenders leaving jobs they have held for years. These men, left to right, are Joseph Dolle, Jacob Ritter, Matt Stark, Andrew Seger, J. B. Murray, and William L. Schwarz.

Other incidents he recalls particularly include the burning of the original "J. S." at Battle island two miles north of Victory; the passage of the last raft—part logs and part lumber—through the bridge on Aug. 7, 1915, with Moore and Hunter as captains of its tow boat, the "Ottumwa Bell"; and the break-up of a huge log raft that hit the center pier of the bridge.

"There were a great many log rafts until about 1912," Jake Ritter relates. "Sometimes the rafts were nearly 1,000 feet long and 300 feet wide. They were so big, in fact, that we had to split them so they could go through the bridge. Sometimes they were broken in half at Winona, floated down the river past the bridge here, then tied together again near the present bathhouse.

"Most of the lumber in rafts on the Mississippi came down the St. Croix and Chippewa rivers, bound south for Iowa river towns or St. Louis. Usually there were about 15 or 20 men in a crew. They slept on the tow boat that steered the raft, and ate on the tow boat."

Messengers with telegrams for boatmen brought the wires to the bridge. The bridge employes kept watch of the passing boats, and when the right one came they threw the message (tacked onto a black of wood) to the boat deck.

"You get to know the boatmen when you've been on the river several years," Ritter remarked.

First Auto To Cross

Andrew Seger, who served as engineer from 1905 to 1910, and again from 1929 to 1939, says the first automobile he remembers coming over the wagon bridge was R. C. McCaleb's Oldsmobile.

"Autos were quite a curiosity then," he reminisced. "Fred Easton and Harry Colman were among the first La Crosse men to own cars."

Working at the bridge in two distinct eras, Seger had an opportunity to observe the changes in types of traffic. The experience of Joe Dolle has been similar, for he worked as bridgetender from 1907 to 1913 and again from 1933 to 1939.

Discussing tolls charged at the bridge, Seger and Dolle enjoyed another laugh over the day their major customer was an elephant owned by a road show. The bridge men were in a quandary. What to charge? No provision for elephants had been made in the list of rates set up by the city council.

"So we charged a dollar," Dolle related, "and I can still see that elephant going across the bridge, feeling carefully ahead of him before he ventured to take any steps."

Dolle and Seger recalled, too, the time Mayor Wendell A. Anderson went across the bridge unrecognized by the toll taker, who charged him full fare. By ordinance of March 3, 1891, the city council had set up the following toll schedule:

Single or double teams with driver and lady, 25 cents single or round trip; extra passengers, five cents each; children under 12 on foot, no charge if accompanied by an adult, otherwise the regular pedestrian fee of five cents; sheep and hogs on the hoof, five cents, cattle and horses 10 cents.

Tolls Abolished In 1919

Tolls were discontinued Aug. 1, 1919. With action making the bridge free, traffic increased considerably. In 1930 the bridge was taken over by the state.

J. B. Murray, who has been bridge tender since 1927, was a member of the city common council in 1888 when agitation for a bridge across the Mississippi was started.

"John Dengler was mayor at the time the movement for the bridge started," Muray stated. "Only two of the aldermen serving that year are still living—Henry Niebuhr and myself."

Rafting Days On The River Are Recalled

Murray was a member of the bridge committee. "I don't recall any objections by the people to build that bridge," he says. "It seemed as if everyone wanted it. And I don't remember anything special or unusual about the construction. The Clinton Bridge company of Clinton, Ia., put it up, you know, and everything went smoothly."

Dec, 6, 1890, the bridge was opened for use, Murray stated, and it was dedicated July 4, 1891, the same day that the cornerstone for the city hall was laid.

"It's a good thing they are having a new bridge. It's going to be a fine thing. This old bridge is getting nearly done for," he added as passing cars made the old bridge shake and rattle.

William Schwarz, who has been a bridge tender since 1934, designates himself as "the baby of the outfit." By comparison with the old-timers, he is a very young staff member.

Automatic River Gauge

"About the most important change I've seen at the bridge during this period was the installation of an automatic floating gauge for determining the river stage," Schwarz commented. "Before that device was put in the river stage was gauged on the sheer fence.

"Except for the time the west end of the bridge fell down after a car hit one of the girders, I haven't seen any notable accidents here. Several times I've seen motorists run into the bridge gates when they were down. Two or three times the gates fell on cars that disobeyed orders and went ahead when they had been told to stop."

Jake Ritter and Joseph Dolle were on duty Aug. 9, 1935, about 1:30 a. m. when the west end of the bridge fell down after the terrific impact of a speeding car crashing into a girder.

"I heard a terrible crash that sounded like it was on the east end of the bridge," related Dolle. "I ran over in that direction, but Jake signalled to me that it was the other way, so I ran over there. And what a sight! That was an exciting time, all right."

Every one of the six bridge men take justified pride in the fact that never has an accident occurred on the bridge that any of them could have done anything to prevent. That's something to look back upon, isn't it?

Newspapers.com by ancestry

Downloaded on Jun 10, 2022

Working Days On Old Bridge End Saturday For Tenders And Engineers; All Are Happy Over Modern Structure

Both Comedy And Tragedy In The Scene

Working days on the old Mississippi wagon bridge will end Saturday for the three engineers and three bridgetenders.

Some of these men have been there for many years, watching the traffic change from horsedrawn wagons and buggies to streamlined automobiles and super-trucks.

Men like Jacob Ritter, chief engineer, and Matt Stark, assistant to the chief engineer, saw the decline of river traffic about 1915, and with it the passing of the romantic steamboat days. They were still there in 1929 when the tide turned as a result of the government's river channel projects.

Engineer 36 Years

Ritter, who took his position in 1903 and has held it continuously for 36 years, can remember when the volume of river traffic reached its peak, and when the ultimate in rafting business was recorded. The years of 1895 to 1905, he says, marked the high point of traffic on the Mississippi at La Crosse.

The six who complete their work at the bridge are: Ritter, Stark, and Andrew Seger, engineers; and Joseph Dolle, William L. Schwarz and J. B. Murray, bridge tenders.

All of them are happy to see the new bridge come into its own. They agree it will be a fine thing for La Crosse and for everyone concerned. But there is an undercurrent of regret. Perhaps even greater regret than that of losing their jobs and wondering what they will be doing is the regret of losing their old friend, the bridge—the half-century-old landmark that has been the scene of their working hours for so long.

As Joe Dolle said: "Well, now, and how would you feel? We feel the same way!"

Looking back over the 31 years he has been assistant to the chief engineer at the bridge, Matt Stark (who came in 1908) finds both comedy and tragedy. The automobile accidents and the many drownings comprise the tragedy. Windy days when pedestrians crossing the bridge watched their hats sail over the railing and into the water provided a bit of the comedy.

Recalls Rafting Era

"The most interesting days to me were the good old rafting days, when we had 3,000 boats or more a season, and when you could look up or down the river at any time and see lights flashing," Stark asserts.

When the new bridge is opened to traffic about 12:30 p. m. Saturday, the old draw bridge will be closed, six veteran engineers and tenders leaving jobs they have held for years. These men, left to right, are Joseph Dolle, Jacob Ritter, Matt Stark, Andrew Seger, J. B. Murray, and William L. Schwarz.

Other incidents he recalls particularly include the burning of the original "J. S." at Battle island two miles north of Victory; the passage of the last raft—part logs and part lumber—through the bridge on Aug. 7, 1915, with Moore and Hunter as captains of its tow boat, the "Ottumwa Belle"; and the break-up of a huge log raft that hit the center pier of the bridge.

"There were a great many log rafts until about 1912," Jake Ritter relates. "Sometimes the rafts were nearly 1,000 feet long and 300 feet wide. They were so big, in fact, that we had to split them so they could go through the bridge. Sometimes they were broken in half at Winona, floated down the river past the bridge here, then tied together again near the present bathhouse.

"Most of the lumber in rafts on the Mississippi came down the St. Croix and Chippewa rivers, bound south for Iowa river towns or St. Louis. Usually there were about 15 or 20 men in a crew. They slept on the tow boat that steered the raft, and ate on the tow boat."

Messengers with telegrams for boatmen brought the wires to the bridge. The bridge employes kept watch of the passing boats, and when the right one came they threw the message (tacked onto a black of wood) to the boat deck.

"You get to know the boatmen when you've been on the river several years," Ritter remarked.

First Auto To Cross

Andrew Seger, who served as engineer from 1905 to 1910, and again from 1929 to 1939, says the first automobile he remembers coming over the wagon bridge was R. C. McCaleb's Oldsmobile.

"Autos were quite a curiosity then," he reminisced. "Fred Easton and Harry Colman were among the first La Crosse men to own cars."

Working at the bridge in two distinct eras, Seger had an opportunity to observe the changes in types of traffic. The experience of Joe Dolle has been similar, for he worked as bridgetender from 1907 to 1913 and again from 1933 to 1939.

Discussing tolls charged at the bridge, Seger and Dolle enjoyed another laugh over the day their major customer was an elephant owned by a road show. The bridge men were in a quandary. What to charge? No provision for elephants had been made in the list of rates set up by the city council.

"So we charged a dollar," Dolle related, "and I can still see that elephant going across the bridge, feeling carefully ahead of him before he ventured to take any steps."

Dolle and Seger recalled, too, the time Mayor Wendell A. Anderson went across the bridge unrecognized by the toll taker, who charged him full fare. By ordinance of March 3, 1891, the city council had set up the following toll schedule:

Single or double teams with driver and lady, 25 cents single or round trip; extra passengers, five cents each; children under 12 on foot, no charge if accompanied by an adult, otherwise the regular pedestrian fee of five cents; sheep and hogs on the hoof, five cents, cattle and horses 10 cents.

Tolls Abolished In 1919

Tolls were discontinued Aug. 1, 1919. With action making the bridge free, traffic increased considerably. In 1930 the bridge was taken over by the state.

J. B. Murray, who has been bridge tender since 1927, was a member of the city common council in 1888 when agitation for a bridge across the Mississippi was started.

"John Dengler was mayor at the time the movement for the bridge started," Muray stated. "Only two of the aldermen serving that year are still living—Henry Niebuhr and myself."

Rafting Days On The River Are Recalled

Murray was a member of the bridge committee. "I don't recall any objections by the people to build that bridge," he says. "It seemed as if everyone wanted it. And I don't remember anything special or unusual about the construction. The Clinton Bridge company of Clinton, Ia., put it up, you know, and everything went smoothly."

Dec. 6, 1890, the bridge was opened for use, Murray stated, and it was dedicated July 4, 1891, the same day that the cornerstone for the city hall was laid.

"It's a good thing they are having a new bridge. It's going to be a fine thing. This old bridge is getting nearly done for," he added as passing cars made the old bridge shake and rattle.

William Schwarz, who has been a bridge tender since 1934, designates himself as "the baby of the outfit." By comparison with the old-timers, he is a very young staff member.

Automatic River Gauge

"About the most important change I've seen at the bridge during this period was the installation of an automatic floating gauge for determining the river stage," Schwarz commented. "Before that device was put in the river stage was gauged on the sheer fence.

"Except for the time the west end of the bridge fell down after a car hit one of the girders, I haven't seen any notable accidents here. Several times I've seen motorists run into the bridge gates when they were down. Two or three times the gates fell on cars that disobeyed orders and went ahead when they had been told to stop."

Jake Ritter and Joseph Dolle were on duty Aug. 9, 1935, about 1:30 a. m. when the west end of the bridge fell down after the terrific impact of a speeding car crashing into a girder.

"I heard a terrible crash that sounded like it was on the east end of the bridge," related Dolle. "I ran over in that direction, but Jake signalled to me that it was the other way, so I ran over there. And what a sight! That was an exciting time, all right."

Every one of the six bridge men take justified pride in the fact that never has an accident occurred on the bridge that any of them could have done anything to prevent. That's something to look back upon, isn't it?

Clipped By:
croesus7
Wed, Jan 16, 2019

Copyright © 2022 Newspapers.com. All Rights Reserved.

Powered by Newspapers.com

State street with a 600-foot channel span and grade separ-

History Group In Possession Of Old Plaques

Plates Bearing Names Of Officials Taken From Old Bridge

Four plaques that were on the old Mississippi river draw bridge are now the property of the La Crosse County Historical society, having been removed from the structure and turned over to the society under orders of the common council last May.

Two of the plaques were on the frame work at the east end of the bridge, listing the names of mayors in office during the construction as well as members of the bridge committee.

The plaque that was on the south girder of the approach was for the years 1888 and 1889, and stated that David Austin was mayor and D. D. McMillan, D. H. Palmer, W. H. Tarbox, R. A. Scott, P. W. Mahoney, and W. F. Powers were members of the bridge committee.

On the girder on the north side of the approach was a plaque for the years of 1889 and 1890, giving John Dengler as mayor and William Luening, D. D. McMillan, D. H. Palmer, I. Emberson, J. W. Davis, and G. Howard as members of the bridge committee.

Then, there were two plaques attached to cross beams of the superstructure at the east end of the bridge.

One of these listed J. E. Parker, president, T. S. Vikere and Marvin Mathews as members of the board of public works, Homer Crosby as city engineer, and Oscar Saune as consulting engineer.

The other, under date of 1890, said the Clinton Bridge company of Clinton, La., was the designer and builder. It gave the names of K. S. Riser, engineer, and A. Lamb, president.

Newspapers.com by ancestry

Downloaded on Jun 10, 2022

State street with a 600-foot channel span and grade separ-

History Group In Possession Of Old Plaques

Plates Bearing Names Of Officials Taken From Old Bridge

Four plaques that were on the old Mississippi river draw bridge are now the property of the La Crosse County Historical society, having been removed from the structure and turned over to the society under orders of the common council last May.

Two of the plaques were on the frame work at the east end of the bridge, listing the names of mayors in office during the construction as well as members of the bridge committee.

The plaque that was on the south girder of the approach was for the years 1888 and 1889, and stated that David Austin was mayor and D. D. McMillan, D. H. Palmer, W. H. Tarbox, R. A. Scott, P. W. Mahoney, and W. F. Powers were members of the bridge committee.

On the girder on the north side of the approach was a plaque for the years of 1889 and 1890, giving John Dengler as mayor and William Luening, D. D. McMillan, D. H. Palmer, I. Emberson, J. W. Davis, and G. Howard as members of the bridge committee.

Then, there were two plaques attached to cross beams of the superstructure at the east end of the bridge.

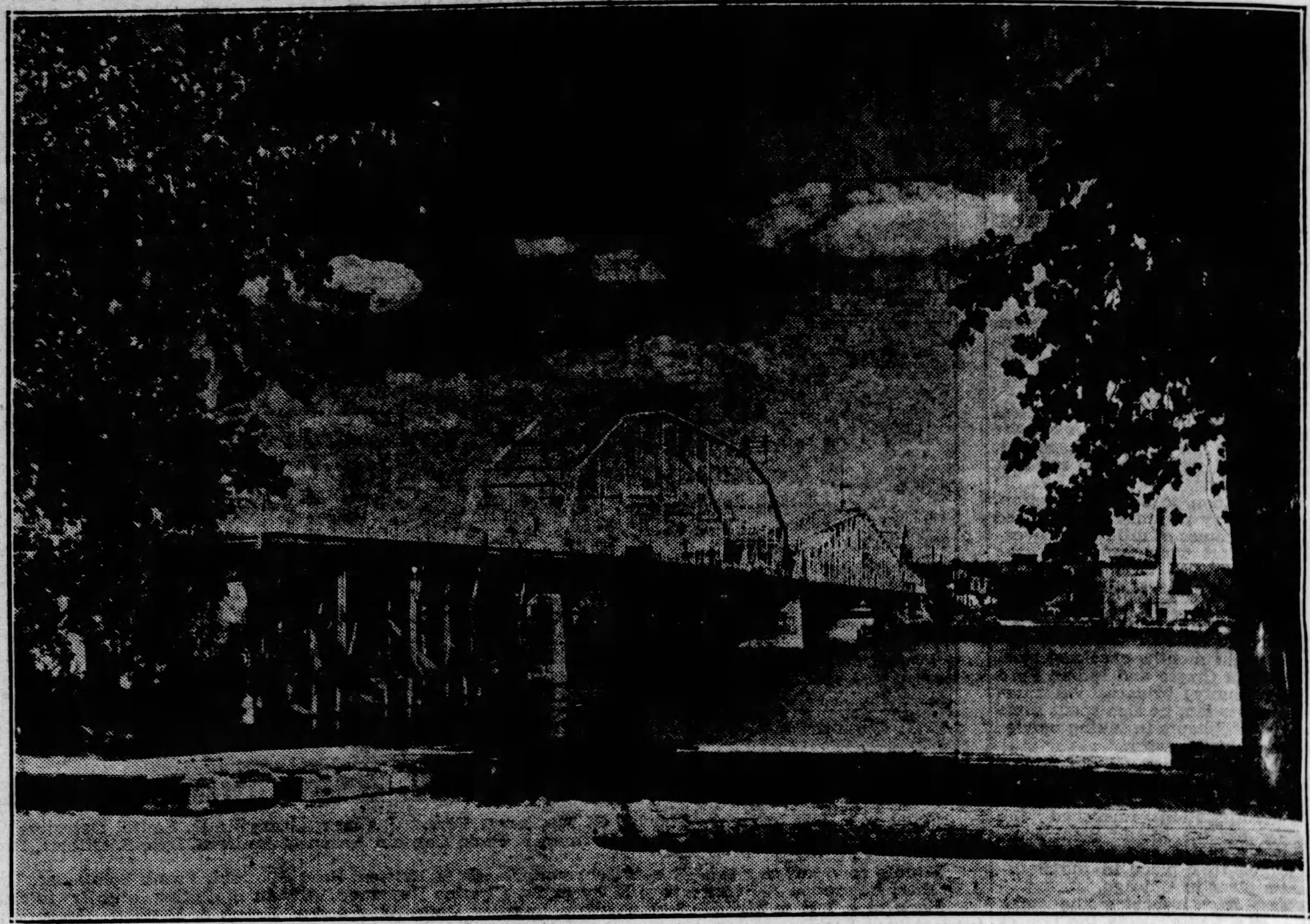
One of these listed J. E. Parker, president, T. S. Vikere and Marvin Mathews as members of the board of public works, Homer Crosby as city engineer, and Oscar Saune as consulting engineer.

The other, under date of 1890, said the Clinton Bridge company of Clinton, La., was the designer and builder. It gave the names of K. S. Riser, engineer, and A. Lamb, president.

Clipped By:
peggy979
Fri, Aug 16, 2019

Copyright © 2022 Newspapers.com. All Rights Reserved.

New Picture Of The Old Bridge



Here is a picture you may wish to preserve—it is a new picture of the old bridge across the Mississippi river here. The swinging span—longest in the United States—as the overhead sign reads, will go out of service Saturday after the new bridge is dedicated and opened to traffic. This bridge was dedicated July 4, 1891.

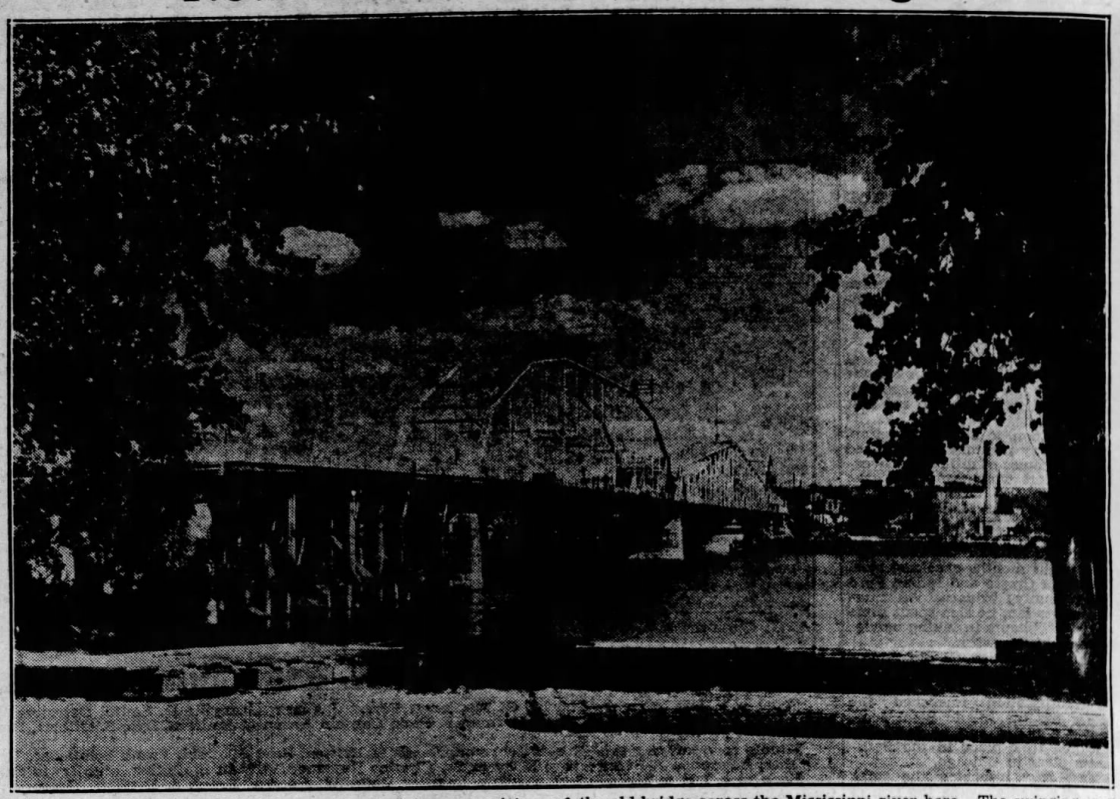
SERIAL STORY

Tri-State Marriage

Newspapers.com by ancestry

Downloaded on Jun 10, 2022

New Picture Of The Old Bridge



Here is a picture you may wish to preserve—it is a new picture of the old bridge across the Mississippi river here. The swinging span—longest in the United States—as the overhead sign reads, will go out of service Saturday after the new bridge is dedicated and opened to traffic. This bridge was dedicated July 4, 1891.

SERIAL STORY | Tri-State Marriage

Clipped By:
historicbridges
Fri, Jun 10, 2022

Copyright © 2022 Newspapers.com. All Rights Reserved.

Powered by Newspapers.com

Construction Under Supervision Of State Engineer Henry Sparby

In direct charge of the construction of La Crosse's new Mississippi river bridge from the time the first contract was awarded in May, 1937, until the final finishing touches are made the middle of next month is a Wisconsin highway commission bridge engineer answering to the name of Henry Sparby.

Jovial, but conscientious to the nth degree, Sparby has had his fingers on every phase of the project from the time ground for the first pier was broken until all the concrete was laid, the steel erected and the hundred and one other things done.

Will Finish Project

He will remain on the job here until the painting project is completed, and the sheer fence built along the east bank of the river, the roadside treatment work is finished and the old bridge wrecked. The old bridge is to be completely removed in 120 working days, beginning Monday.

Sparby first went with the state highway commission in 1915, doing survey work for 11 months in the commission's Ashland office. Later, the Ashland headquarters were moved to Rhinelander, being known as division seven. La Crosse is the fifth division headquarters.

Leaving the commission's service, Sparby entered the private contracting field, doing various types of highway and other construction work.

On June 1, 1926, he re-entered the commission's service, being assigned to the Madison division, where he supervised paving and bridge work until 1928. In 1928 he was transferred to the bridge department, where he has remained continuously.

He has been in direct charge as resident engineer, the same position he holds in connection with the Mississippi river project here, of the construction of many bridges.

Supervised Other Jobs

Among these are the lift bridge over the Portage canal, the Monterey bridge over the Rock river at Janesville, the Kaukauna bridge over the Fox river, the De Pere bridge over the Fox river, and the Wrightsown bridge over the Fox river. All of the bridges except the one at Janesville, are of the lift type, permitting boats to pass through.

Sparby said the Mississippi river bridge here is the biggest one the state of Wisconsin has built, as well as the most expensive.

He came here with his family on May 17, 1937, and since has maintained his residence at 307 South 19th street. The Sparbys have two children, one daughter, Marion, being a teacher in Marshfield, while the other Rhea Ann, attends the Hogan school.

When Steel Met Steel It Was 1-32nd Inch Off Alignment

An almost insignificant fraction of an inch was the margin of a perfect fit in the connecting of the uppermost steel of the main span of La Crosse's new Mississippi river high bridge.

"The fabricated steel came within 1-32 of an inch of connecting perfectly," the engineers point out. "You could not have wanted it to come closer."

Explain Construction

They explained that in constructing the 475-foot main channel span of the bridge, the high steel was put into place piece by piece, the floor system being added as the gap over the water gradually narrowed.

The engineers said that hydraulic jacks were used in constructing the main span of the bridge, the steel work from either end slanting upward and later being lowered into position until both ends joined.

"Six hydraulic jacks were used, each having a capacity of lifting 350 tons," the engineers said. "Four of these jacks were on the east side of the main span, while two were on the west side."

Lowered By Jacks

The steel was held in an inclined position, being prohibited from touching in the center until ready for the closing procedure, when the jacks were installed to lower the steel work into place.

The procedure of closing was by lowering the bridge end connecting the top cords first, then lowering and connecting the lower cords of the truss. After this was completed, the jacks were removed.

HERE THEY ARE!

Meier, Henry Meier, and Leo Bowman.

Mr. and Mrs. John V. Davy have returned from an extended trip through the west.

Newspapers.com by ancestry

Downloaded on Jun 10, 2022

Construction Under Supervision Of State Engineer Henry Sparby

In direct charge of the construction of La Crosse's new Mississippi river bridge from the time the first contract was awarded in May, 1937, until the final finishing touches are made the middle of next month is a Wisconsin highway commission bridge engineer answering to the name of Henry Sparby.

Jovial, but conscientious to the nth degree, Sparby has had his fingers on every phase of the project from the time ground for the first pier was broken until all the concrete was laid, the steel erected and the hundred and one other things done.

Will Finish Project

He will remain on the job here until the painting project is completed, and the sheer fence built along the east bank of the river, the roadside treatment work is finished and the old bridge wrecked. The old bridge is to be completely removed in 120 working days, beginning Monday.

Sparby first went with the state highway commission in 1915, doing survey work for 11 months in the commission's Ashland office. Later, the Ashland headquarters were moved to Rhinelander, being known as division seven. La Crosse is the fifth division headquarters.

Leaving the commission's service, Sparby entered the private contracting field, doing various types of highway and other construction work.

On June 1, 1926, he re-entered the commission's service, being assigned to the Madison division, where he supervised paving and bridge work until 1928. In 1928 he was transferred to the bridge department, where he has remained continuously.

He has been in direct charge as resident engineer, the same position he holds in connection with the Mississippi river project here, of the construction of many bridges.

Supervised Other Jobs

Among these are the lift bridge over the Portage canal, the Monterey bridge over the Rock river at Janesville, the Kaukauna bridge over the Fox river, the De Pere bridge over the Fox river, and the Wrightsown bridge over the Fox river. All of the bridges except the one at Janesville, are of the lift type, permitting boats to pass through.

Sparby said the Mississippi river bridge here is the biggest one the state of Wisconsin has built, as well as the most expensive.

He came here with his family on May 17, 1937, and since has maintained his residence at 307 South 19th street. The Sparbys have two children, one daughter, Marion, being a teacher in Marshfield, while the other Rhea Ann, attends the Hogan school.

When Steel Met Steel It Was 1-32nd Inch Off Alignment

An almost insignificant fraction of an inch was the margin of a perfect fit in the connecting of the uppermost steel of the main span of La Crosse's new Mississippi river high bridge.

"The fabricated steel came within 1-32 of an inch of connecting perfectly," the engineers point out. "You could not have wanted it to come closer."

Explain Construction

They explained that in constructing the 475-foot main channel span of the bridge, the high steel was put into place piece by piece, the floor system being added as the gap over the water gradually narrowed.

The engineers said that hydraulic jacks were used in constructing the main span of the bridge, the steel work from either end slanting upward and later being lowered into position until both ends joined.

"Six hydraulic jacks were used, each having a capacity of lifting 350 tons," the engineers said. "Four of these jacks were on the east side of the main span, while two were on the west side."

Lowered By Jacks

The steel was held in an inclined position, being prohibited from touching in the center until ready for the closing procedure, when the jacks were installed to lower the steel work into place.

The procedure of closing was by lowering the bridge end connecting the top cords first, then lowering and connecting the lower cords of the truss. After this was completed, the jacks were removed.

Meier, Henry Meier, and Leo Bowman.

Mr. and Mrs. John V. Davy have returned from an extended trip through the west.

HERE THEY ARE!

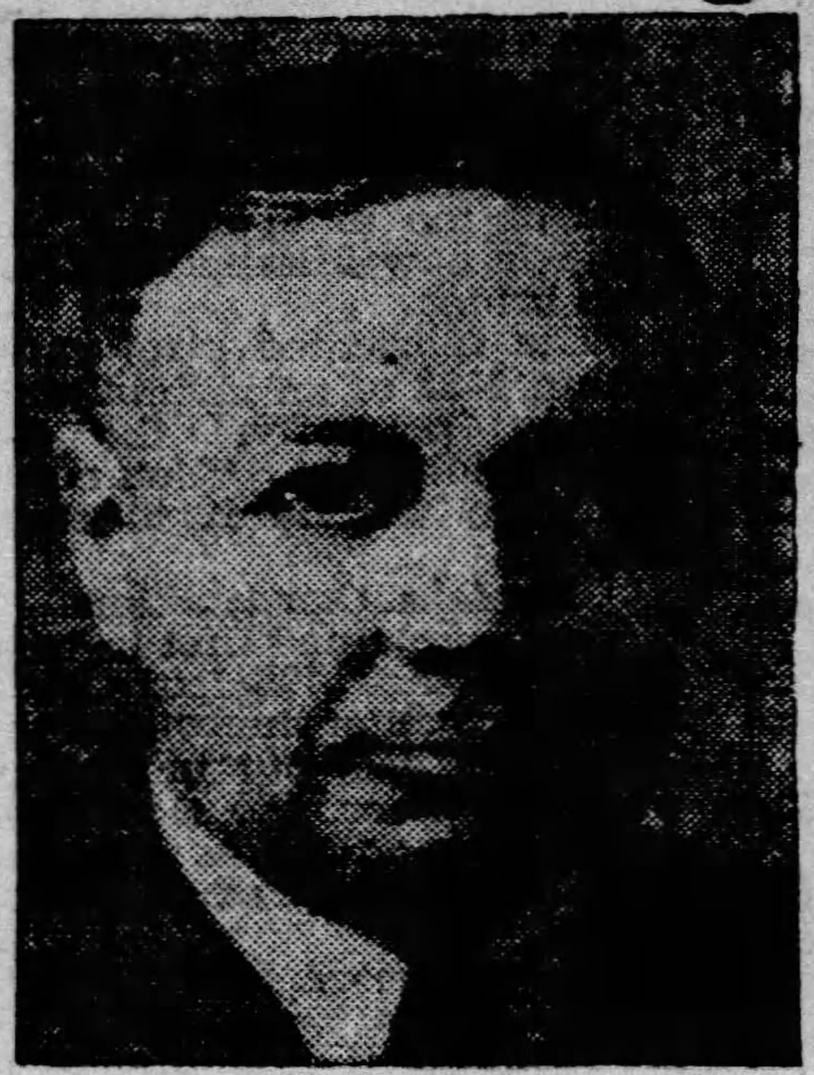
Clipped By:
historicbridges
Fri, Jun 10, 2022

Copyright © 2022 Newspapers.com. All Rights Reserved.

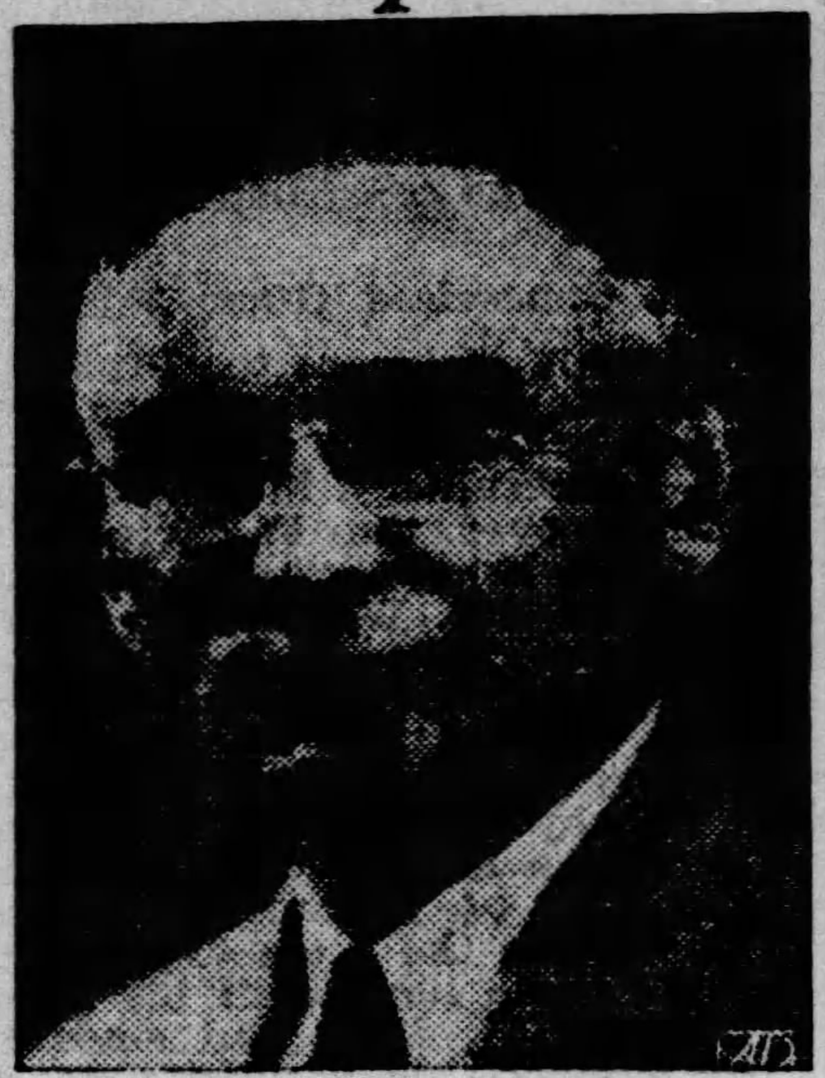
POWERED BY Newspapers.com

Highway Commission Shares City's Satisfaction In Bridge Completion

THOMAS F. DAVLIN
Member



WILLIAM E. O'BRIEN
Chairman



THOMAS J. PATTISON
Secretary

To The Citizens Of La Crosse:

The State Highway Commission appreciates and shares the feeling of satisfaction that must come to every citizen of La Crosse with the completion and dedication of the new Mississippi river bridge.

Largest project ever undertaken by the state, the building of this bridge has been a project in which cooperation between city, county and state has been exemplified to a high degree. Its completion marks a new milestone in the development of the La Crosse area, and in the efforts of the state of Wisconsin to provide its travelers with the best in modern highway engineering. It is designed not only to meet the immediate needs of traffic, but to care for the increased demands of the future. The state's extensive investment in this structure is fully justified.

Across the bridge, free that all may use it, will flow the vehicular travel of the entire country. La Crosse is an important cross-traffic center for the mid-west, and over this bridge will pass numbered routes that extend from New Orleans to Canada, from Chicago to Wyoming, and from Detroit to the western plains. It is apparent that this is not just a local project that La Crosse and the state have completed, but an important link in transcontinental traffic arteries.

It seems like a far cry from the days when the first ferry, "The Wildcat," carried traffic over the Mississippi, down to today when we are completing this splendid example of modern bridge engineering. It all represents progress—in keeping with the motto of the state of Wisconsin, we move forward.

State Highway Commission of Wisconsin.
Wm. E. O'Brien, Chairman.
Thomas F. Davlin, Vice Chairman.
Thos. J. Pattison, Secretary.

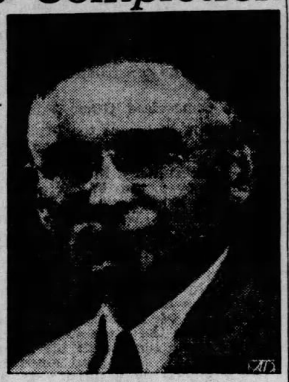
Newspapers.com by ancestry

Downloaded on Jun 10, 2022

Highway Commission Shares City's Satisfaction In Bridge Completion

THOMAS F. DAVLIN
Member

WILLIAM E. O'BRIEN
Chairman



THOMAS J. PATTISON
Secretary

To The Citizens Of La Crosse:

The State Highway Commission appreciates and shares the feeling of satisfaction that must come to every citizen of La Crosse with the completion and dedication of the new Mississippi river bridge.

Largest project ever undertaken by the state, the building of this bridge has been a project in which cooperation between city, county and state has been exemplified to a high degree. Its completion marks a new milestone in the development of the La Crosse area, and in the efforts of the state of Wisconsin to provide its travelers with the best in modern highway engineering. It is designed not only to meet the immediate needs of traffic, but to care for the increased demands of the future. The state's extensive investment in this structure is fully justified.

Across the bridge, free that all may use it, will flow the vehicular travel of the entire country. La Crosse is an important cross-traffic center for the mid-west, and over this bridge will pass numbered routes that extend from New Orleans to Canada, from Chicago to Wyoming, and from Detroit to the western plains. It is apparent that this is not just a local project that La Crosse and the state have completed, but an important link in transcontinental traffic arteries.

It seems like a far cry from the days when the first ferry, "The Wildcat," carried traffic over the Mississippi, down to today when we are completing this splendid example of modern bridge engineering. It all represents progress—in keeping with the motto of the state of Wisconsin, we move forward.

State Highway Commission of Wisconsin.
Wm. E. O'Brien, Chairman.
Thomas F. Davlin, Vice Chairman.
Thos. J. Pattison, Secretary.

Clipped By:
historicbridges
Fri, Jun 10, 2022

Copyright © 2022 Newspapers.com. All Rights Reserved.

New Structure Constructed To Last For 75 Years

Built To Stand All Anticipated Traffic Changes

Meets Demands For Any Heavier Loads Hauled At Present Time

Because of its initial cost, the $1,500,000 Mississippi river high bridge at the west end of Cass street is "designed for the future."

It is expected, in the opinion of the Wisconsin highway commission, to meet traffic demands of 2014 A. D., and will carry wider and heavier loads than now are permitted on federal highways and on bridges.

The old La Crosse bridge is a 7½-ton structure; the heaviest bridges elsewhere are 15 tons. The new La Crosse bridge is a 20-ton structure.

Built For Future

If the entire structure was loaded with 20-ton trucks parked on three lanes and spread 30 feet apart in lines, the bridge will accommodate with safety approximately 180 of these vehicles.

The three major peirs have been designed to withstand an ice pressure of 30,000 pounds per linear foot of pier width, or approximately 185 tons of ice pressure per pier. The bridge also is designed to withstand severe wind pressures, and to take care of expansions and contractions due to temperature changes.

The total overall length of the bridge is 2,533 feet. The width varies from 68 feet at the east abutment to 45 feet in the main span. At its greatest point—from the top of the beacon lamp to the bottom of the footings of pier No. 8—the bridge is 154 feet high, equal to a 14-story building.

The ordinary water clearance is 66 feet, and the clearance between low steel and flood water stage is 53 feet.

Has 18 Spans

Beginning at the intersection of 3rd and Cass streets and extending westward, there is approximately 233 feet of approach work and retaining wall, three 50-foot I-beam spans, one 98-foot through plate girder span, five 114-foot deck truss spans, one anchor arm 251½ feet long, one through main unit (channel cantilever span) measuring 475 feet and including the 200-foot suspended section, one anchor span 251½ feet long, five 130-foot deck truss spans, and one 80-foot deck truss span.

Extending west from the west abutment is approximately 2,500 feet of approach work, paved on relocation.

The roadway width on the bridge is 30 feet, plus the two sidewalks. The main river unit is built on a straight line; four of the five 130-foot deck truss spans and the 80-foot span on the west side are on a curve of four degrees and 30 minutes. This curve has a super elevation of 16 inches.

Three of the 114-foot deck truss spans on the east side have the same degree of curve, but no super elevation. The vertical vision is 1,000 feet, and the maximum approach grade is five per cent.

Federal-State Funds

This bridge was built with Wisconsin highway funds from the appropriation for special bridges and regular federal aid funds. The city of La Crosse furnished the right of way.

Engineers estimate that designing the bridge to meet future traffic demands and erecting a structure that would carry loads one-third heavier than present standards added only approximately $25,000 to the total cost of the structure.

The contracts for the La Crosse bridge were divided into eight separate jobs to spread the work among contractors, and for the purpose of taking up funds for the work as they became available.

Funds for the entire project were not available when work first started, but as construction got under way, additional money became available periodically to afford building within the shortest possible time.

DIES IN DULUTH

Duluth, Minn. —(AP)— James B. Walker, 84, Duluth, died Wednesday in a local hospital. Survivors include a son, Philip, Winona, Minn.

How Much Steel In The New Bridge? Here's Material Converted To Arms

While Europe uses its steel for armaments, the Wisconsin highway commission significantly points out that this state buys steel for peacetime construction.

Take a look at the new Mississippi river bridge here, sit down with a paper and pencil and start figuring. This is what you'll find the structural steel in the new bridge will provide:

Every man in the American army with an 8½-pound Springfield rifle;

Every fourth man in the American army with a 48-pound machine gun tripod and a .30 calibre Browning machine gun;

Every man in the American army with a 3¼-pound steel helmet;

Every man in the American army with a .45 calibre automatic sidearm;

And leave more than 400,000 pounds of steel for replacements.

Vast Amount Of Steel

The calculations were made in the commission's Madison headquarters to show the magnitude of the La Crosse project. The commission points out the bridge contains 4,826,420 pounds of carbon structural steel, and 1,547,680 pounds of silicon structural steel.

In addition to this structural steel, the bridge includes: 1,051,520 pounds of bar steel reinforcement; 82,530 pounds of cast steel; 14,250 pounds of steel forging; 57,940 linear feet of untreated timber piling; 5,453 linear feet of ornamental railing; 12,560 cubic yards of excavation for structures; and 13,421 cubic yards of concrete masonry.

The commission estimates the weight of the bridge, including the substructure and superstructure, at 30,000 tons.

Other Comparisons

In connection with the rest of the construction items, here are a few more calculations of the highway commission:

The excavating work for the bridge would equal excavations for approximately 75 average six-room houses.

The concrete would place 42 miles of sidewalk, or 6¼ miles of state highway.

The reinforcing steel, if cast in one long bar, would be 136 miles long.

The timber piling, if placed end to end, would be 11 miles long.

All of the steel in the bridge would build 24 miles of railroad.

The ornamental railing on the bridge would fence a 43-acre farm.

The approximate floor area of the bridge proper equals 2¾ acres.

County And City Took Important Part In Project

Allotted Funds Of Both Units Raised By Issue Of Bonds

The La Crosse county Board of supervisors and the city's common council played an important part bringing about the construction of the new bridge, just as did numerous others in official state and federal capacities.

After efforts of the Citizens' Bridge Committee to secure outright federal grants for the project were directed to the Wisconsin highway commission, the board of supervisors in February, 1936, petitioned the state agency to build the bridge under existing state statutes.

The commission authorized surveys immediately, and Gardner R. Withrow, then congressman, and Senators Robert M. La Follette and F. Ryan Duffy introduced bills in congress granting authority for construction of the bridge. The congressional authority was dated June 19, 1936.

In July, 1936, a definite financial set-up was approved by the commission. This provided that $800,000 was to be provided by the federal government, $400,000 by the state, $200,000 by the county, and $100,000 by the municipality.

The county ordered a $184,000 bond issue, which was its limit under the statutes, while the city agreed to provide the right of way, which cost it about $87,000.

Then, in November, 1936, a friendly court action was started, questioning the legality of the proceedings. Plaintiff in the litigation was Karl Schaettle. In January, 1937, the supreme court held the proceedings were not legal, and suggested that the legislature, being in session, pass remedial legislation. This was done, with the assistance of Congressman Harry W. Griswold and Assemblyman Oliver Fritz and Harry Schilling.

The county, because of the supreme court decision which ruled that the county government could not participate in the construction of a bridge of the nature and size proposed, then appropriated its $184,000 to the U. S. highway No. 16 relocating and concreting project. The state, in turn, provided the funds for the bridge project.

CHIANG TAKES CONTROL

Chungking —(AP)— Generalissimo Chiang Kai-shek has assumed chairmanship of the Szechwan provincial government in an effort to override sectional dissension which threatened to disrupt China's wartime united front.

DIES OF INJURIES

Staples, Minn. —(AP)— Ervin Wenkelman of Great Falls, Mont., who was injured in an automobile collision at the edge of Motley, Sept. 9, died Tuesday.

DE SOTO

De Soto Wis. —(Special)— Nathan Dalap was treated by a De Soto physician Monday for head injuries sustained while employed at the Genoa fish pond.

Miss Doris Kloak, registered nurse of Kenosha, is convalescing at the home of her mother Mrs. Martha Kloak, from an operation recently performed at Kenosha hospital. Mr. and Mrs. H. B. Dunn attended a high school baseball game at Lansing, Ia. Tuesday afternoon.

Mrs. E. H. Dyer and Mrs. V. C. Sallender were Viroqua visitors Monday. Miss Virginia Billings is spending the week with friends at Prairie du Chien.

WHEN YOU VISIT LA CROSSE

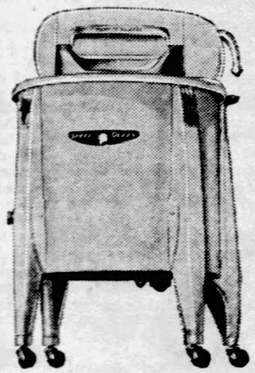
COME IN AND MAKE YOUR SEALED BID

ON THE

MODEL A SPEED QUEEN WASHER

with the stainless steel tub. Retails for $79.95.

Will Be Sold To The Highest Bidder.
Contest Closes September 23rd, 1939
9 O'Clock



ON DISPLAY IN OUR WINDOW.

MODEL "A"

Stainless Steel Tub . . . Improved Streamline Design . . . New, Super-Duty Safety-Roll Wringer . . . Super - Speed Tangle - Proof Agitator . . . Double Wall Construction . . . Oversize Bowl-Shaped Tub . . . "Arc-cuate" Drive Transmission . . . Oversize Machine Cut Helical Gears . . . Beautiful White Enamel Finish.

ADAM KRONER COMPANY

319—Pearl Street—321

WE CARD Wool and Cotton into Comforter Batts.
Wool . . . . 25c lb.
Cotton . . . 20c lb.
TILLMAN BROTHERS
LA CROSSE, WIS.

YOUR AUTOMOBILE BATTERY FULLY and CAREFULLY RECHARGED — LOANED BATTERY for 5 DAYS, ALL FOR

35c

SEARS, ROEBUCK AND CO.

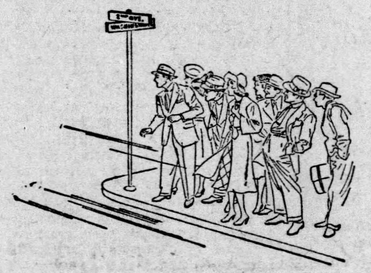
Make Your Next Pair FREEMAN SHOES

You'll appreciate their excellent leathers... their smart styles... the way they wear... the way they hold a shine... the comfort they give... and the way they are priced.

WORN WITH PRIDE ... BY MILLIONS

ORA'S SHOE STORE

Our New Address — 318 PEARL ST.



The Fun Begins an Hour From Now

THROW down your newspaper, turn off your radio—get your family and grab your hat!

Don't worry about that Sunday driver ahead. There's something new in the throttle—the Nash Automatic Overtake. Just press your toe—

With singing heart, you give the throttle another nudge.

From where you're sitting, the world

Newspapers.com by Ancestry

The La Crosse Tribune (La Crosse, Wisconsin) · 21 Sep 1939, Thu · Page 7

Downloaded on Jun 10, 2022

New Structure Constructed To Last For 75 Years

Built To Stand All Anticipated Traffic Changes

Meets Demands For Any Heavier Loads Hauled At Present Time

Because of its initial cost, the $1,500,000 Mississippi river high bridge at the west end of Cass street is "designed for the future."

It is expected, in the opinion of the Wisconsin highway commission, to meet traffic demands of 2014 A. D., and will carry wider and heavier loads than now are permitted on federal highways and on bridges.

The old La Crosse bridge is a 7½-ton structure; the heaviest bridges elsewhere are 15 tons. The new La Crosse bridge is a 20-ton structure.

Built For Future

If the entire structure was loaded with 20-ton trucks parked on three lanes and spread 30 feet apart in lines, the bridge will accommodate with safety approximately 180 of these vehicles.

The three major peirs have been designed to withstand an ice pressure of 30,000 pounds per linear foot of pier width, or approximately 183 tons of ice pressure per pier. The bridge also is designed to withstand severe wind pressures, and to take care of expansions and contractions due to temperature changes.

The total overall length of the bridge is 2,533 feet. The width varies from 68 feet at the east abutment to 45 feet in the main span. At its greatest point—from the top of the beacon lamp to the bottom of the footings of pier No. 5—the bridge is 154 feet high, equal to a 14-story building.

The ordinary water clearance is 66 feet, and the clearance between low steel and flood water stage is 53 feet.

Has 18 Spans

Beginning at the intersection of 3rd and Cass streets and extending westward, there is approximately 233 feet of approach work and retaining wall, three 50-foot I-beam spans, one 98-foot through plate girder span, five 114-foot deck truss spans, one anchor arm 251½ feet long, one through main unit (channel cantilever span) measuring 475 feet and including the 200-foot suspended section, one anchor span 251½ feet long, five 130-foot deck truss spans, and one 80-foot deck truss span.

Extending west from the west abutment is approximately 2,500 feet of approach work, paved on relocation.

The roadway width on the bridge is 30 feet, plus the two sidewalks. The main river unit is built on a straight line; four of the five 130-foot deck truss spans and the 80-foot span on the west side are on a curve of four degrees and 30 minutes. This curve has a super elevation of 16 inches.

Three of the 114-foot deck truss spans on the east side have the same degree of curve, but no super elevation. The vertical vision is 1,000 feet, and the maximum approach grade is five per cent.

Federal-State Funds

This bridge was built with Wisconsin highway funds from the appropriation for special bridges and regular federal aid funds. The city of La Crosse furnished the right of way.

Engineers estimate that designing the bridge to meet future traffic demands and erecting a structure that would carry loads one-third heavier than present standards added only approximately $25,000 to the total cost of the structure.

The contracts for the La Crosse bridge were divided into eight separate jobs to spread the work among contractors, and for the purpose of taking up funds for the work as they became available.

Funds for the entire project were not available when work first started, but as construction got under way, additional money became available periodically to afford building within the shortest possible time.

DIES IN DULUTH

Duluth, Minn. —(AP)— James B. Walker, 84, Duluth, died Wednesday in a local hospital. Survivors include a son, Philip, Winona, Minn.

WHEN YOU VISIT LA CROSSE

COME IN AND MAKE YOUR SEALED BID

ON THE

MODEL A SPEED QUEEN WASHER

with the stainless steel tub. Retails for $79.95.

Will Be Sold To The Highest Bidder. Contest Closes September 23rd, 1939 9 O'Clock

ON DISPLAY IN OUR WINDOW.

MODEL "A"

Stainless Steel Tub . . . Improved Streamline Design . . . New, Super-Duty Safety-Roll Wringer . . . Super - Speed Tangle - Proof Agitator . . . Double Wall Construction . . . Oversize Bowl-Shaped Tub . . . "Arc-cuate" Drive Transmission . . . Oversize Machine Cut Helical Gears . . . Beautiful White Enamel Finish.

ADAM KRONER COMPANY

319—Pearl Street—321

WE CARD Wool and Cotton into Comforter Batts.
Wool . . . 25c lb.
Cotton . . . 20c lb.
TILLMAN BROTHERS
LA CROSSE, WIS.

How Much Steel In The New Bridge? Here's Material Converted To Arms

While Europe uses its steel for armaments, the Wisconsin highway commission significantly points out that this state buys steel for peacetime construction.

Take a look at the new Mississippi river bridge here, sit down with a paper and pencil and start figuring. This is what you'll find the structural steel in the new bridge will provide:

Every man in the American army with an 8½-pound Springfield rifle;

Every fourth man in the American army with a 48-pound machine gun tripod and a .30 calibre Browning machine gun;

Every man in the American army with a 3¼-pound steel helmet;

Every man in the American army with a .45 calibre automatic sidearm;

And leave more than 400,000 pounds of steel for replacements.

Vast Amount Of Steel

The calculations were made in the commission's Madison headquarters to show the magnitude of the La Crosse project. The commission points out the bridge contains 4,826,420 pounds of carbon structural steel, and 1,547,680 pounds of silicon structural steel.

In addition to this structural steel, the bridge includes: 1,051,520 pounds of bar steel reinforcement; 82,530 pounds of cast steel; 14,250 pounds of steel forging; 54,940 linear feet of untreated timber piling; 5,453 linear feet of ornamental railing; 12,560 cubic yards of excavation for structures; and 13,421 cubic yards of concrete masonry.

The commission estimates the weight of the bridge, including the substructure and superstructure, at 30,000 tons.

Other Comparisons

In connection with the rest of the construction items, here are a few more calculations of the highway commission:

The excavating work for the bridge would equal excavations for approximately 75 average six-room houses.

The concrete would place 42 miles of sidewalk, or 6¼ miles of state highway.

The reinforcing steel, if cast in one long bar, would be 136 miles long.

The timber piling, if placed end to end, would be 11 miles long.

All of the steel in the bridge would build 24 miles of railroad.

The ornamental railing on the bridge would fence a 43-acre farm.

The approximate floor area of the bridge proper equals 2¾ acres.

County And City Took Important Part In Project

Allotted Funds Of Both Units Raised By Issue Of Bonds

The La Crosse county Board of supervisors and the city's common council played an important part bringing about the construction of the new bridge, just as did numerous others in official state and federal capacities.

After efforts of the Citizens' Bridge Committee to secure outright federal grants for the project were directed to the Wisconsin highway commission, the board of supervisors in February, 1936, petitioned the state agency to build the bridge under existing state statutes.

The commission authorized surveys immediately, and Gardner R. Withrow, then congressman, and Senators Robert M. La Follette and F. Ryan Duffy introduced bills in congress granting authority for construction of the bridge. The congressional authority was dated June 19, 1936.

In July, 1936, a definite financial set-up was approved by the commission. This provided that $800,000 was to be provided by the federal government, $400,000 by the state, $200,000 by the county, and $100,000 by the municipality.

The county ordered a $184,000 bond issue, which was its limit under the statutes, while the city agreed to provide the right of way, which cost it about $87,000.

Then, in November, 1936, a friendly court action was started, questioning the legality of the proceedings. Plaintiff in the litigation was Karl Schaettle. In January, 1937, the supreme court held the proceedings were not legal, and suggested that the legislature, being in session, pass remedial legislation. This was done, with the assistance of Congressman Harry W. Griswold and Assemblyman Oliver Fritz and Harry Schilling.

The county, because of the supreme court decision which ruled that the county government could not participate in the construction of a bridge of the nature and size proposed, then appropriated its $184,000 to the U. S. highway No. 16 relocating and concreting project. The state, in turn, provided the funds for the bridge project.

CHIANG TAKES CONTROL

Chungking —(AP)— Generalissimo Chiang Kai-shek has assumed chairmanship of the Szechwan provincial government in an effort to override sectional dissension which threatened to disrupt China's wartime united front.

DIES OF INJURIES

Staples, Minn. —(AP)— Ervin Wenkelman of Great Falls, Mont., who was injured in an automobile collision at the edge of Motley, Sept. 9, died Tuesday.

YOUR AUTOMOBILE BATTERY FULLY and CAREFULLY RECHARGED — LOANED BATTERY for 5 DAYS. ALL FOR

35c

SEARS ROEBUCK AND CO

DE SOTO

De Soto Wis. —(Special)— Nathan Dalap was treated by a De Soto physician Monday for head injuries sustained while employed at the Genoa fish pond.

Miss Doris Kloak, registered nurse of Kenosha, is convalescing at the home of her mother Mrs. Martha Kloak, from an operation recently performed at Kenosha hospital. Mr. and Mrs. H. B. Dunn attended a high school baseball game at Lansing, Ia. Tuesday afternoon.

Mrs. E. H. Dyer and Mrs. V. C. Sallender were Viroqua visitors Monday. Miss Virginia Billings is spending the week with friends at Prairie du Chien.

Make Your Next Pair FREEMAN SHOES

You'll appreciate their excellent leathers... their smart styles... the way they wear... the way they hold a shine... the comfort they give... and the way they are priced.

WORN WITH PRIDE ... BY MILLIONS

ORA'S SHOE STORE

Our New Address — 318 PEARL ST.

The Fun Begins an Hour From Now

THROW down your newspaper, turn off your radio—get your family and grab your hat!

Don't worry about that Sunday driver ahead. There's something new in the throttle—the Nash Automatic

With singing heart, you give the throttle another nudge.

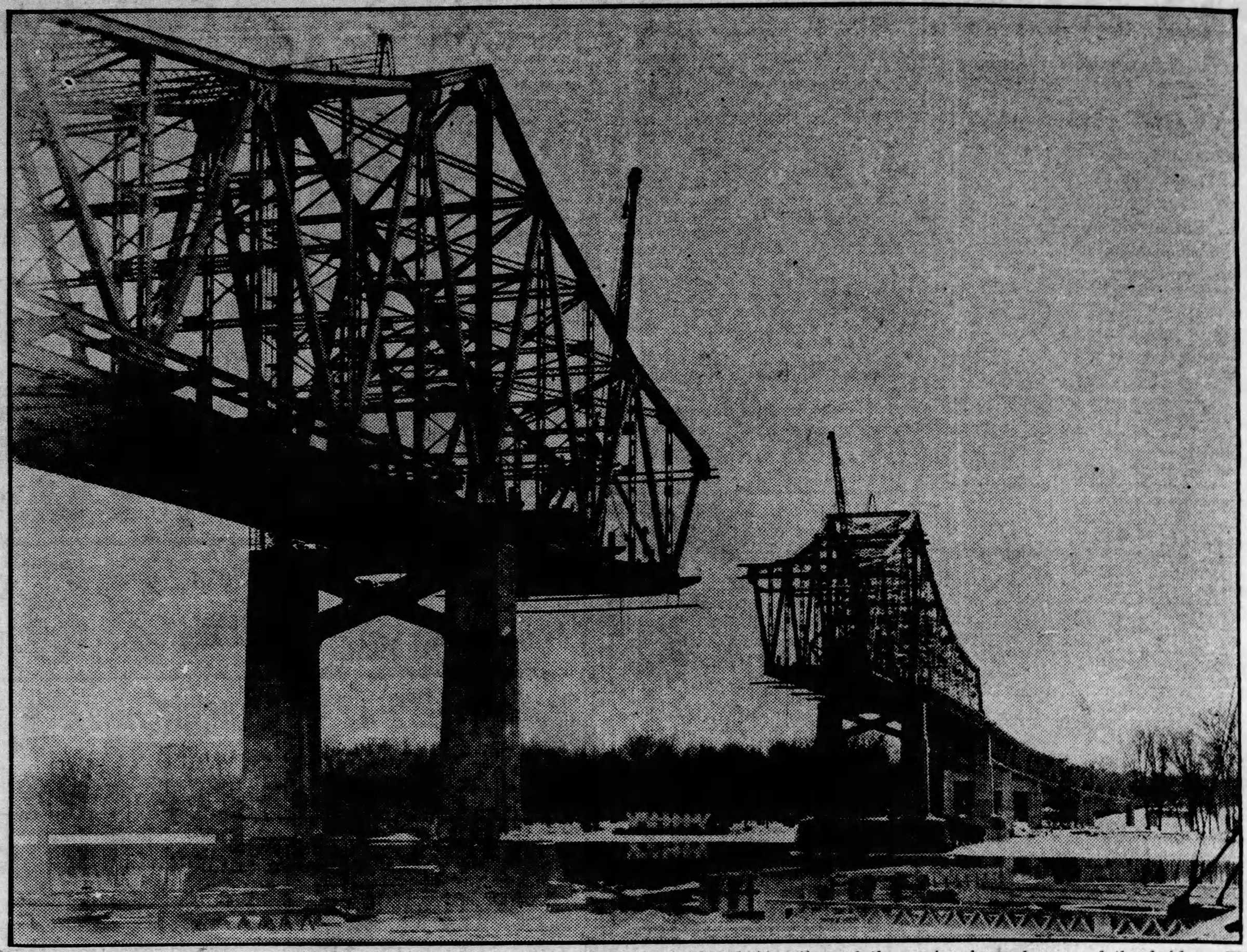
From where you're sitting, the world

Clipped By:
historicbridges
Fri, Jun 10, 2022

Copyright © 2022 Newspapers.com. All Rights Reserved.

POWERED BY Newspapers.com

Remember When It Looked Like This?

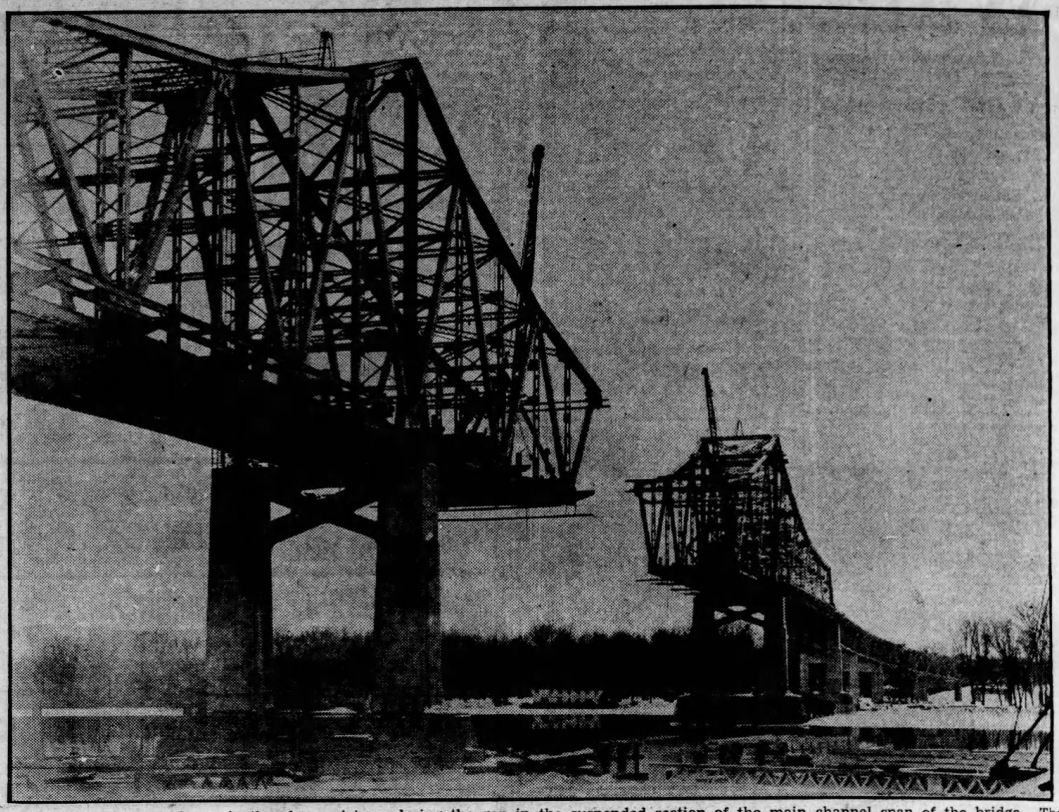


Steel workers are shown in the above picture closing the gap in the suspended section of the main channel span of the bridge. The picture appeared in The Tribune on Jan. 2, 1939.

Newspapers.com by ancestry

Downloaded on Jun 10, 2022

Remember When It Looked Like This?



Steel workers are shown in the above picture closing the gap in the suspended section of the main channel span of the bridge. The picture appeared in The Tribune on Jan. 2, 1939.

Clipped By:
historicbridges
Fri, Jun 10, 2022

Copyright © 2022 Newspapers.com. All Rights Reserved.

Offered Tunnel Under River To Replace Bridge

Late William Sorg Of Onalaska Suggested Novel Plan

Construction of a tunnel under the Mississippi river, in lieu of a bridge, was one of the suggestions made to the Wisconsin highway commission as it made plans to replace the temporarily repaired draw bridge that had been wrecked on Aug. 9, 1935, in an accident claiming two lives.

The suggestion for the tunnel came from the late William Sorg of Onalaska, who had won wide recognition for his inventive genius in industrial fields.

Sorg declared, in the heat of the discussion over the type of bridge to be built and its location, that a tunnel under the river would bring La Crosse widespread and invaluable advertising.

It was his contention that tourists would travel miles off their vacation schedules to go through a tunnel that had been built for traffic under a river. Sorg had no idea of charging a toll for traveling through the tunnel, and there was no suggestion along that line from others interested.

Sorg suggested that possibly the tunnel could be started about 3rd and State streets, with the other end coming out in Pettibone park to connect with the present roadway.

The highway commission, however, never gave Sorg's suggestion serious consideration. Cost of such a structure, the commission maintained, would be excessive, inasmuch as it would have to go down to bed rock, which is 170 feet below the river bed. The commission said, too, that the factors of lighting and ventilation would have been costly.

WALLPAPER

At Less Than

1/2 PRICE!

Your neighbor saves at the Economy — why don't you?

MONTH-END SPECIAL

BARN PAINT

In 5 gallons.

$1.00 gal.

HOUSE PAINT

$1.49 gal.

Interior Spar Varnish, quart 59c

$1.59 per gallon.

ECONOMY

WALLPAPER CO.

120 Fifth Avenue South

Our Boarding House — With Major Hoople

Many Engineers Work On Plans For New Bridge

There were many engineers of the Wisconsin highway commission participating in one way or another in the construction of La Crosse's new Mississippi river bridge.

The construction was under the supervision of C. H. Kirch, state bridge engineer, J. I. Grann, assistant bridge engineer, and Henry Sparby, resident engineer. All three are from the Madison headquarters of the commission.

La Crosse Engineers

The commission's La Crosse 5th division office, working in cooperation with the bridge department, was represented during construction by T. M. Reynolds, division engineer; R. C. Clark, assistant division engineer; and W. J. Leibl, division construction engineer.

Two of the 5th division men were assistants to Sparby throughout the construction. These were Henry J. Lenschow and Eugene W. Jaskaniec.

Lenschow, who is 31 years old, holds the degree of bachelor of science in civil engineering at the University of Wisconsin, class of 1930. He was elected to Tau Beta Pi, national honorary scholastic fraternity, while at the university. He has been a permanent employe of division No. 5 since July 1, 1930, on road and bridge construction projects.

Jaskaniec is 29 years old, and holds the bachelor of science degree in civil engineering at the University of Wisconsin, class of 1934. He worked part-time for the state highway commission from June, 1930, to February, 1934, while going to school. Since February, 1934, he has been a permanent employe of the 5th division on road and bridge construction.

Many Assistants

There were a number of assistant engineers from the 5th division office who worked at different times on surveys, road plans and construction features of the bridge.

These assistant engineers included L. C. Anderson, W. W. Elliott, E. R. Stanek, F. C. Goddard, E. J. Fetzner, J. R. Argall, L. J. Marcou, F. G. Kuether, H. A. Beekman, J. W. Johnson, W. J. Herreid, H. H. Birkeness, F. R. Hayden, R. L. Roettiger, A. J. Engelke, G. N. Growt, R. C. Jansky, E. C. Kesting, D. H. Kuenzli, W. B. Schini, V. A. Schulz, A. M. Spooner, Stanley Thomas, and E. M. Bright.

Ferry Provided Service On River Prior To 1891

Prior to the construction of the old Mississippi river bridge and the opening of it to traffic in 1891, ferry service connected La Crosse with La Crescent.

Data collected by H. J. Hirshheimer, secretary of the La Crosse County Historical society, indicates that the first ferry operated at La Crosse was the "Wild Kate," a horse power boat owned by William McConnell. It was operated from 1852 to 1854.

Then, in September, 1854, came the first steam ferry, the "Honeyoye," owned by McRoberts, McConnell and McCain. In 1855 the "H. M. Rice" made its appearance as a ferry.

In 1857 the "Honeyoye" sank when the ice moved out, and the ferry "Joe Gale" was secured, arriving here on June 29, 1857, and leaving on October 29, 1857.

McRoberts had a new ferry boat built in the winter of 1857, calling the craft the "Thomas McRoberts." It ran for 20 years, until August, 1878, when the "Warsaw" replaced it.

In 1862, 1863, 1864, and until the middle of July, 1865, a competition ferry, the "General Pope," ran from the lower landing at La Crosse to Grand Crossing, near Target Lake. McRoberts, owner of the upper ferry, finally put the lower one out of business when the Minnesota supreme court sustained McRoberts' exclusive franchise.

The "Warsaw" operated from August, 1878, through 1891, and was sold early in spring of 1892 to the Canton Saw Mill company, Canton, Mo.

Four more times during the present century will there be dates with all odd, unduplicated figures: 1953, 1957, 1973 and 1975. Then there will be a period of 1,182 years before it again occurs.

Just when I had a doub
it. But that's all in th
friends anyway. We'
couple of Century Club
Century Club is an-
other double ringer. It
is smooth and fine tast
ing. Yet it costs so little

It's CENTURY QUALITY

THIS WHISKEY IS 4 YEARS OLD

FULLY MATURED

CENTUR

STRAIGHT BOUR

CENTURY DISTILLIN

DISTRI

JOSEPH M

LA CROS

Ready For You in All Its

Newspapers.com by ancestry

Downloaded on Jun 10, 2022

Offered Tunnel Under River To Replace Bridge

Late William Sorg Of Onalaska Suggested Novel Plan

Construction of a tunnel under the Mississippi river, in lieu of a bridge, was one of the suggestions made to the Wisconsin highway commission as it made plans to replace the temporarily repaired draw bridge that had been wrecked on Aug. 9, 1935, in an accident claiming two lives.

The suggestion for the tunnel came from the late William Sorg of Onalaska, who had won wide recognition for his inventive genius in industrial fields.

Sorg declared, in the heat of the discussion over the type of bridge to be built and its location, that a tunnel under the river would bring La Crosse widespread and invaluable advertising.

It was his contention that tourists would travel miles off their vacation schedules to go through a tunnel that had been built for traffic under a river. Sorg had no idea of charging a toll for traveling through the tunnel, and there was no suggestion along that line from others interested.

Sorg suggested that possibly the tunnel could be started about 3rd and State streets, with the other end coming out in Pettibone park to connect with the present roadway.

The highway commission, however, never gave Sorg's suggestion serious consideration. Cost of such a structure, the commission maintained, would be excessive, inasmuch as it would have to go down to bed rock, which is 170 feet below the river bed. The commission said, too, that the factors of lighting and ventilation would have been costly.

WALLPAPER
At Less Than
1/2 PRICE!
Your neighbor saves at the Economy — why don't you?
MONTH-END SPECIAL
BARN PAINT
In 5 gallons.
$1.00 gal.
HOUSE PAINT
$1.49 gal.
Interior Spar Varnish, quart 59c
$1.59 per gallon.
ECONOMY
WALLPAPER CO.
120 Fifth Avenue South
Ready For You in All Its

Our Boarding House — With Major Hoople

Many Engineers Work On Plans For New Bridge

There were many engineers of the Wisconsin highway commission participating in one way or another in the construction of La Crosse's new Mississippi river bridge.

The construction was under the supervision of C. H. Kirch, state bridge engineer, J. L. Grann, assistant bridge engineer, and Henry Sparby, resident engineer. All three are from the Madison headquarters of the commission.

La Crosse Engineers

The commission's La Crosse 5th division office, working in cooperation with the bridge department, was represented during construction by T. M. Reynolds, division engineer; R. C. Clark, assistant division engineer; and W. J. Leibl, division construction engineer.

Two of the 5th division men were assistants to Sparby throughout the construction. These were Henry J. Lenschow and Eugene W. Jaskaniec.

Lenschow, who is 31 years old, holds the degree of bachelor of science in civil engineering at the University of Wisconsin, class of 1930. He was elected to Tau Beta Pi, national honorary scholastic fraternity, while at the university. He has been a permanent employe of division No. 5 since July 1, 1930, on road and bridge construction projects.

Jaskaniec is 29 years old, and holds the bachelor of science degree in civil engineering at the University of Wisconsin, class of 1934. He worked part-time for the state highway commission from June, 1930, to February, 1934, while going to school. Since February, 1934, he has been a permanent employe of the 5th division on road and bridge construction.

Many Assistants

There were a number of assistant engineers from the 5th division office who worked at different times on surveys, road plans and construction features of the bridge.

These assistant engineers included L. C. Anderson, W. W. Elliott, E. R. Stanek, F. C. Godderz, E. J. Fetzner, J. R. Argall, L. J. Marcou, F. G. Kuether, H. A. Beckman, J. W. Johnson, W. J. Herrold, H. H. Birkenes, F. R. Hayden, R. L. Roettiger, A. J. Engelke, G. N. Growt, R. C. Jansky, E. C. Kesting, D. H. Kuenzli, W. B. Schim, V. A. Schulz, A. M. Spooner, Stanley Thomas, and E. M. Bright.

Ferry Provided Service On River Prior To 1891

Prior to the construction of the old Mississippi river bridge and the opening of it to traffic in 1891, ferry service connected La Crosse with La Crescent.

Data collected by H. J. Hirsheimer, secretary of the La Crosse County Historical society, indicate that the first ferry operated at La Crosse was the "Wild Kate," a horse power boat owned by William McConnell. It was operated from 1852 to 1854.

Then, in September, 1854, came the first steam ferry, the "Honeyeye," owned by McRoberts, McConnell and McCain. In 1855 the "H. M. Rice" made its appearance as a ferry.

In 1857 the "Honeyeye" sank when the ice moved out, and the ferry "Joe Gale" was secured, arriving here on June 29, 1857, and leaving on October 29, 1857.

McRoberts had a new ferry boat built in the winter of 1857, calling the craft the "Thomas McRoberts." It ran for 20 years, until August, 1878, when the "Warsaw" replaced it.

In 1862, 1863, 1864, and until the middle of July, 1865, a competition ferry, the "General Pope," ran from the lower landing at La Crosse to Grand Crossing, near Target Lake. McRoberts, owner of the upper ferry, finally put the lower one out of business when the Minnesota supreme court sustained McRoberts' exclusive franchise.

The "Warsaw" operated from August, 1878, through 1891, and was sold early in spring of 1892 to the Canton Saw Mill company, Canton, Mo.

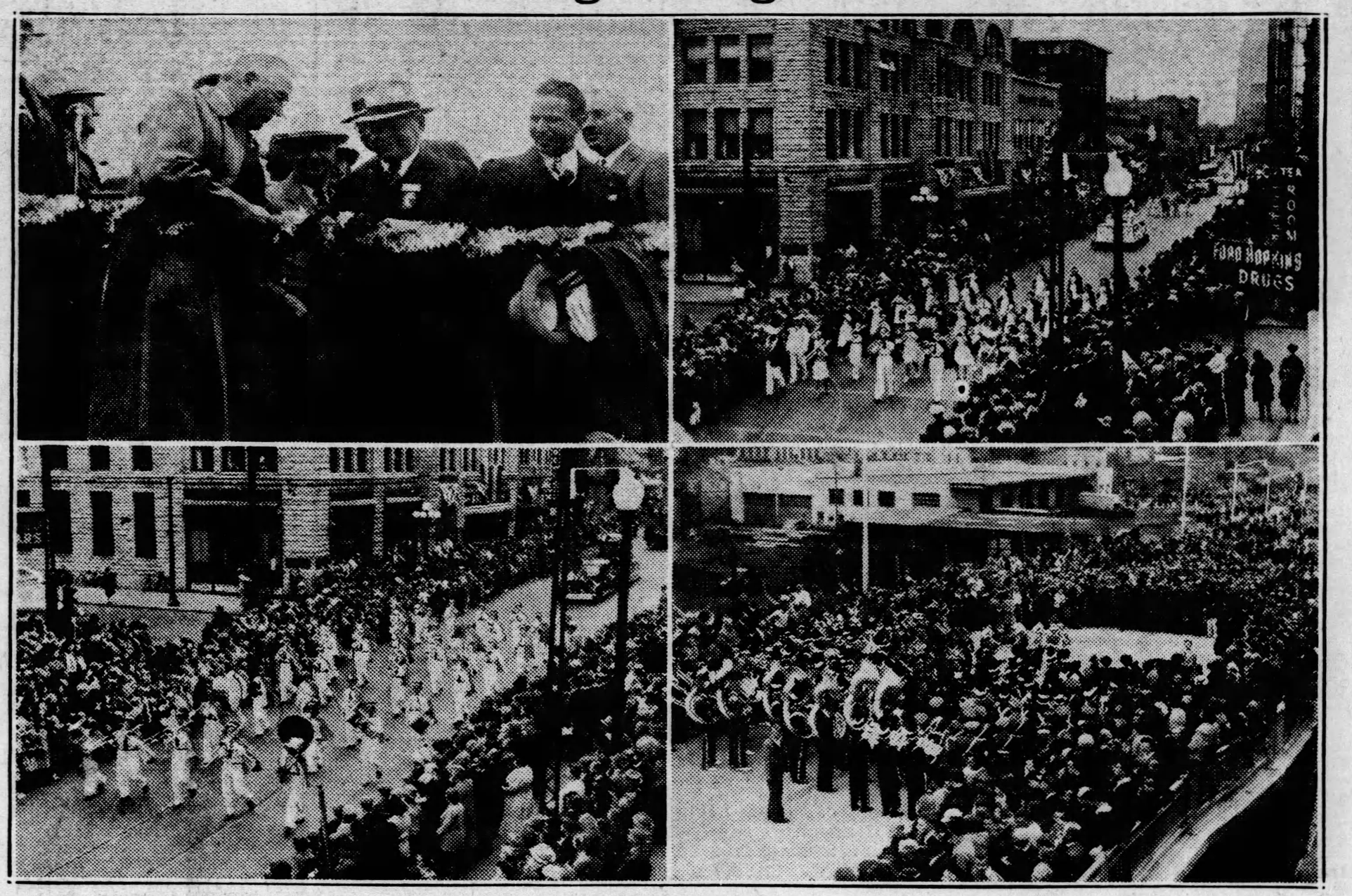
Four more times during the present century will there be dates with all odd, unduplicated figures: 1953, 1957, 1973 and 1975. Then there will be a period of 1,182 years before it again occurs.

Just when I had a dout it. But that's all in t friends anyway. W couple of Century Club Century Club is an other double ringer. I is smooth and fine tast ing. Yet it costs so little
It's CENTURY QUALITY
THIS WHISKEY IS 4 YEARS OLD
FULLY MATURED
CENTUR
STRAIGHT BOU
CENTURY DISTILLI
DISTRI
JOSEPH M
LA CROS

Clipped By:
historicbridges
Fri, Jun 10, 2022

Copyright © 2022 Newspapers.com. All Rights Reserved.

Scenes During Bridge Dedication



Scenes of La Crosse's bridge dedication parade and ribbon cutting ceremonies Saturday morning are shown above. At the upper left, Governor Julius Heil of Wisconsin is shown bending over the ribbon while Chairman R. W. Davis of the board of supervisors and Mayor Joseph J. Verchota sever it. Mayor Floyd R. Simon of Winona, on the right, watches. At the upper right is a view of the parade, showing the Spring Grove band in the foreground. The picture at the lower right shows the Viola band, while the view at the lower left shows the massed bands playing the "Star Spangled Banner" and a portion of the 15,000 people on the east approach to the bridge.

Illuminated Boats Parade River Front

Indian Pow-Wow, Band Concert And Fireworks Mark Fitting Close Of Bridge Jubilee

Thousands of people jammed Riverside and Pettibone parks Saturday night to view the fireworks and colorful, spectacular Venetian night program marking finis to La Crosse's elaborate bridge dedication ceremonies.

Long before the evening's entertainment in the parks was scheduled to begin, people began to line the banks of the river until they were as many as 12 and 15 deep in some sections of Riverside.

Pettibone park drives were crowded with automobiles, and almost every available area was utilized for vehicles. Thousands of people also lined the bank in that park.

Slightly delayed, the launches with their long strings of small boats decorated with more than 1,000 lighted Japanese lanterns moved up the Mississippi river from the mouth of the Lagoon slough about 9:15 p. m.

Fireworks Display

As the more than 75 small boats, divided into groups of 10 or 12 and each section pulled by a launch with silenced exhausts, reached the new bridge the fireworks display was started.

There were several hundred brilliant rockets and other aerial displays fired as the decorated boats continued their upstream journey, winding back and forth across the river to display their brilliance. The boat parade turned near upper Gundersen Island, making the same serpentine trip on its way downstream to the Lagoon slough, where the boat equipment was dismantled.

Long after the Venetian night phase of the entertainment was over, the aerial fireworks continued. It was estimated there were more than 500 pieces of fireworks used in the program, the entire evening's entertainment bringing much favorable comment from the spectators.

Earlier in the evening, several thousand people were entertained in Riverside park by a pow wow, which was presented by a group of Winnebago Indians from Black River Falls under the sponsorship of the Rotary, Lions and Kiwanis clubs.

Indians In Full Regalia

The Indians, in full tribal regalia, included in their program a number of songs and dances, many of them used by ancestors in their various ceremonies.

There was the "snake" dance, which was used by the tribesmen in early days as they prepared to combat other Indian tribes or white settlers. Then, there was the "green corn" dance, used in connection with the Indian Thanksgiving at the ripening of the corn in the fall. The war dance was another of the many that held an interested audience for more than one hour.

At the conclusion of the program in the parks, there were numerous traffic jams as automobiles moved from parking areas into roadways and streets, to be halted by the crowds of people crossing the intersections on their way toward the business district.

City police officers, aided by scores of law enforcement officials from municipalities and counties throughout Wisconsin, as well as the Arcadia military police of the National Guard and Minnesota state highway patrol men, were stationed at most intersections to attempt to keep traffic moving steadily to avoid unnecessary congestion.

Thousands Pass Over Bridge

Throughout Saturday afternoon and evening there were steady streams of automobiles passing over the new bridge. At times Saturday afternoon police officers said the eastbound automobiles were lined up as far as La Crescent.

The electric stop and go signals at the east approach to the bridge, 3rd and Cass streets, were put into operation about 7 p. m. Saturday, aiding materially in the traffic regulation problem.

Most of the high school bands from the communities in the La Crosse trade territory participating in the morning's parade, remained during the afternoon to play on the streets of the city. Drum corps from local organizations, too, were active throughout the afternoon.

Poland's Troops Routed, German Command Claims

Nation Pays Tribute To Von Fritsch, Former Army Chief

By MELVIN WHITELEATHER

Berlin — (AP) — The German army declared in a communique Saturday that the war in Poland was over, despite the continued resistance of Warsaw, where Col. Gen. Baron Werner Von Fritsch, former commander-in-chief was killed in action.

450,000 Captives

The communique recited at length the stages of the German campaign in Poland, said its success was due to the cooperation of all branches of the army and navy and declared the army had taken more than 450,000 captives, 1,200 guns and war materials that could not yet be calculated.

It said 800 Polish planes had been destroyed or captured and the rest interned after fleeing abroad.

The Polish soldiers, it added, fought bravely but "broke on the inadequacy of his leadership and organization."

Exact figures on German losses will be given in a few days, the communique stated, declaring that they "must be described as unusually small in comparison to the enormous losses of the enemy."

On Adolph Hitler's orders a state funeral will be given the 59-year-old general who played an outstanding role in the revival of the German land forces before his failure to keep in step with the fuehrer led to his resignation in February, 1938.

Before the death announcement most Germans believed Von Fritsch was still in retirement. It was known, however, that he had volunteered to serve at the front and Von Brauchitsch announced he had joined his regiment "on the first day" of the war.

Von Fritsch relinquished the

(Turn to Page 12)

Baltic States Uneasy With Estonian Envoy In Moscow

By WITT HANCOCK

Moscow —(AP)— Moscow's attention centered Saturday night on the Soviet Union's future relations with small Baltic states and on economic reorganization of the three-fifth of Poland designated the Russian zone of occupation.

On the diplomatic front, speculation was stirred by the impending arrival of Karl Selter, Estonian foreign minister, for conversations with Russian officials and by the possible effect on these talks on the future of the small Baltic states.

On the Polish front, huge Polish estates were being divided among former tenants and servants even as troops to the west still were consolidating their occupation.

Selter's trips to Moscow was said to be ostensibly for completion of negotiations for a commercial treaty with Russia. Foreign circles, however, said they attached more significance to the visit because of the uncertain position of the Baltic states in light of the German-Russian invasion and partition of Poland.

Speculation has centered especially on possible border revisions of some Baltic states. Before the World war Estonia was part of Russia.

(Russia is known to want a Baltic seaport and Estonia is strategically situated on the Gulf of Finland from which Soviet ships go out into the Baltic.)

The Soviet Union continued its organization work in White Russia and the Polish Ukraine, the eastern sections of Poland.

Dispatches from the area said the peasants were aiding the red army in rounding up Polish officers. One report said a group of peasants brought in 117 Polish officers and landlords and surrendered them to the municipality of Novogrudok.

A report from the same city said a group of women called up the provisional administration department to inquire about rumors of the closing of churches and synagogues in the city, but were told this was "merely gossip."

Russia Playing Americans For 'Suckers,' Claim

Former Soviet Agent Claims Funds Aiding Communists

Washington —(AP)— A former Soviet agent in this country told the Dies committee Saturday that Russia had "played the American people as a bunch of suckers" to finance its propaganda here.

D. H. Dubrowsky of New York, a naturalized American who was one of the first Soviet representatives in the United States, testified that "Americans swallow and pay for" Soviet propaganda efforts.

"Front organizations with high-sounding names," Dubrowsky explained, had collected money in the United States for relief of starvation and suffering in Russia but had used much of the money for Communist party purposes.

He also related that the Soviet government got the major part of payments the United States makes to dependents in Russia of American war veterans.

95 Per Cent Confiscation

Telling how this was done, he said that until 1935 such dependents were allowed to trade at "Torgsin" stores in which American dollars could be spent at nearly their regular value.

In 1935, he said, these stores were abolished and beneficiaries of veterans' payments received rubles at an artificial value which gave them about 4 to 5 cents on the dollar.

"They were darn lucky to get that," he added. "The confiscation was not complete, only 95 per cent."

"Then in effect our taxpayers were contributing to the support of the Soviet Union?" Chairman Dies (D-Tex.) asked.

"Yes, and they still do," Dubrowsky replied amiably.

Distribute Films

The witness said that other means used by the Soviet for raising funds in the United States included the distribution of moving picture films, which are "about nine-tenths propaganda." This activity, he said, was carried on by the "Amkino" corporation and netted about $1,000,000 a year. Also, he testified, the Russian government took most of the proceeds of estates left by Americans for Russian relatives, managing to do this through dollar exchange manipulation.

Dubrowsky returned to New York without completing his testimony but Chairman Dies (D-Tex) said he would be called again in the near future. The committee is scheduled to hear testimony Mon-

Sigmund Freud, Famed Originator Of Psychoanalysis, Dies In London

Left Vienna Year Ago After Hitler Annexed Austria

London —(AP)— Prof. Sigmund Freud, famed originator of psychoanalysis, died at his Hampstead, London, home shortly before midnight Saturday night. He was 83 years old.

Freud left Vienna and came to England after German annexation of Austria last year. He made the trip on funds raised in the United States by American doctors and scientists.

FREUD

Settling down in the quiet of the London suburb of Hampstead, the man who had "dissected the human mind" fell ill several months ago and Friday lapsed into coma and died without regaining consciousness.

Early last month his daughter said he was suffering from weakness but that "no anxiety is felt at the moment."

Since then he had been confined to his residence.

Overall Sales Showing Increase

Wilkes-Barre, Pa. —(AP)— Officials of a large factory selling workingmen's clothes reported Saturday overall sales increased 200 per cent since outbreak of the European war.

Four Endorsed To Back Vandenberg

State Delegation Names Group For Support Of GOP Candidate

Fond du Lac, Wis.—(AP)—Wisconsin boosters of Senator Arthur Vandenberg of Michigan for the 1940 Republican nomination for president Saturday endorsed four men as Vandenberg-pledged candidates for delegates-at-large to the GOP national convention.

Those selected were Michael G. Eberlein of Shawano; Harry Carthew of Lancaster; E. W. Richardson of Ladysmith, and W. H. Cudworth of Milwaukee.

The meeting adopted a resolution calling for organization of Vandenberg committees in each of the 10 congressional district

ectives Guard gainst Spies

"thoroughly loyal." Should one of these after-hours radiomen catch strange signals in his receiver, and run into a station whose call letters were not listed, he would report immediately to the American Radio Relay league at Hartford, Conn.

Once a stranger station is heard, the task is to run it down. The rum-runners of prohibition trained many an American officer in

Newspapers.com by Ancestry

Downloaded on Jun 10, 2022

Scenes During Bridge Dedication

Scenes of La Crosse's bridge dedication parade and ribbon cutting ceremonies Saturday morning are shown above. At the upper left, Governor Julius Heil of Wisconsin is shown bending over the ribbon while Chairman R. W. Davis of the board of supervisors and Mayor Joseph J. Verchota serve it. Mayor Floyd R. Simon of Winona, on the right, watches. At the upper right is a view of the parade, showing the Spring Grove band in the foreground. The picture at the lower right shows the Viola band, while the view at the lower left shows the massed bands playing the "Star Spangled Banner" and a portion of the 13,000 people on the east approach to the bridge.

Illuminated Boats Parade River Front

Indian Pow-Wow, Band Concert And Fireworks Mark Fitting Close Of Bridge Jubilee

Thousands of people jammed Riverside and Pettibone parks Saturday night to view the fireworks and colorful, spectacular Venetian night program marking finis to La Crosse's elaborate bridge dedication ceremonies.

Long before the evening's entertainment in the parks was scheduled to begin, people began to line the banks of the river until they were as many as 12 and 15 deep in some sections of Riverside.

Pettibone park drives were crowded with automobiles, and almost every available area was utilized for vehicles. Thousands of people also lined the bank in that park.

Slightly delayed, the launches with their long strings of small boats decorated with more than 1,000 lighted Japanese lanterns moved up the Mississippi river from the mouth of the Lagoon slough about 9:15 p. m.

Fireworks Display

As the more than 75 small boats, divided into groups of 10 or 12 and each section pulled by a launch with silenced exhauts, reached the new bridge the fireworks display was started.

There were several hundred bombs and other pyrotechnic aerial displays fired as the decorated boats continued their upstream journey, winding back and forth across the river to display their brilliance. The boat parade turned near upper Gundersen Island, making the same serpentine trip on its way downstream to the Lagoon slough, where the boat equipment was dismantled.

Long after the Venetian night phase of the entertainment was over, the aerial fireworks continued. It was estimated there were more than 500 pieces of fireworks used in the program, the entire evening's entertainment bringing much favorable comment from the spectators.

Earlier in the evening, several thousand people were entertained in Riverside park by a pow wow, which was presented by a band of Winnebago Indians from South Dakota, under the sponsorship of the Rotary, Lions and Kiwanis clubs.

Indians In Full Regalia

The Indians, in full tribal regalia, included in their program a number of songs and dances, many of them used by ancestors in their various ceremonies.

Chief Yellow Feather, whose dance, which was used by the Indians in early days as they prepared to combat other Indian tribes or white settlers. Then, there was the "green corn" dance, used in connection with the Indian Thanksgiving at the ripening of the corn in the fall. The war dance was another feature of the program, interested audience for more than one hour.

At the conclusion of the program in the parks, there were numerous traffic jams as automobiles moved from parking areas to the exit drives, which were regulated by the crowds of people crossing the intersections on their way toward the business district.

City police officers, aided by scores of law enforcement officials from municipalities and counties in surrounding counties, as well as the Arcadia military police of the National Guard and Minnesota state highway patrol men, were stationed at most intersections to attempt to keep traffic moving steadily to avoid unnecessary congestion.

Thousands Pass Over Bridge

Throughout Saturday afternoon and evening there were steady streams of pedestrians across the new bridge. At times Saturday afternoon police officers said the eastbound automobiles were lined up as far as La Crescent.

The electric stop and go signals at the east approach to the bridge, which had been used to keep traffic operation about 7 a. m. Saturday, aided materially in the traffic regulation problem.

Most of the high school bands from the communities in the La Crosse trade territory participating in the morning's parade, reassembled during the afternoon to play in the parade and band. Drum corps from local organizations, too, were active throughout the afternoon.

Poland's Troops Routed, German Command Claims

Nation Pays Tribute To Von Fritsch, Former Army Chief

By MELVIN WHITELEATHER

Berlin — (AP) — The German army declared in a communique today that the Polish campaign was over, despite the continued resistance of Warsaw, where Col. Gen. Baron Werner Von Fritsch, former commander-in-chief was killed in action.

450,000 Captives

The communique recited at length the stages of the German campaign in Poland, said its success was due to the cooperation of the air force and the army and navy and declared the army had taken more than 450,000 captives, 1,200 guns and war materials that could not yet be calculated.

It said 800 Polish planes had been destroyed or captured and that great interest after fleeing abroad.

The Polish soldiers, it added, fought bravely but "broke on the inadequacy of his leadership and organization."

Exact figures on German losses will be given in a few days, the communique stated, declaring that they are described as "comparatively small in comparison to the enormous losses of the enemy."

On Adolph Hitler's orders a state funeral will be given the 59-year-old general who played an outstanding role in the revival of the German army, but who fell into failure to keep in step with the fuehrer led to his resignation in February, 1938.

Before the death announcement Germany had mourned Von Fritsch, who was still in uniform. It was known, however, that he had volunteered to serve at the front and Von Brauchitsch announced he had joined his regiment "on the first day" of the war.

Von Fritsch relinquished the

(Turn to Page 12)

ectives Guard gainst Spies

"thoroughly loyal." Should one of these after-hours radiomen catch strange signals in his receiver, and run into a station whose call letters were not listed, he would report immediately to the American Radio Relay league at Hartford, Conn.

Once a stranger station is bagged, the task is to run it down. The run-runners of prohibition trained many an American officer in

Baltic States Uneasy With Estonian Envoy In Moscow

By WITT HANCOCK

Moscow —(AP)— Moscow's attention centered Saturday night on the Soviet Union's future relations with small Baltic states and on economic reorganization of the three-fifth of Poland designated the Russian zone of occupation.

On the diplomatic front, speculation was stirred by the impending arrival of Karl Selter, Estonian foreign minister, for conversations with Russian officials and by the possible effect on these talks on the future of the small Baltic states.

On the Polish front, huge Polish estates were being divided among former tenants and servants even as troops to the west still were consolidating their occupation.

Selter's visit was reported to be ostensibly for completion of negotiations for a commercial treaty with Russia. Foreign circles, however, said they attached more significance to the visit because of the uncertain position of the Baltic states in light of the German-Russian invasion and partition of Poland.

Speculation has centered especially on possible border revisions of some Baltic states. Before the World war Estonia was part of Russia.

(Russia is known to want a Baltic seaport and Estonia is sizeable enough to take the place of Finland from which Soviet ships go out into the Baltic.)

The Soviet Union continued its organization work in White Russia and the Polish Ukraine, the eastern sections of Poland.

Reports from these areas said the peasants were aiding the red army in rounding up Polish officers. One report said a group of peasants brought in 117 Polish officers and landlords and surrendered them to the municipality of Lemberg.

A report from the same city said a group of women called up the provisional administration department to inquire about rumors of the looting of churches and synagogues in the city, but were told this was "merely gossip."

Russia Playing Americans For 'Suckers,' Claim

Former Soviet Agent Claims Funds Aiding Communists

Washington —(AP)— A former Soviet agent in this country told the Dies committee Saturday that Russia had "played the American people as a bunch of suckers" to finance its propaganda here.

D. H. Dubrowsky of New York, a naturalized American who was one of the first Soviet representatives in the United States, testified that "Americans swallow and pay for" Soviet propaganda efforts.

"Front organizations with high-sounding names," Dubrowsky explained, had collected money in the United States for relief of starvation and suffering in Russia but had used much of the money for communist party purposes.

He also related that the Soviet government had made payments or payments the United States makes to dependents in Russia of American war veterans.

95 Per Cent Confiscation

Telling how this was done, he said that until 1935 such dependents received payments in "Torgsin" stores in which American dollars could be spent at nearly their regular value.

In 1935, he said, these stores were abolished and beneficiaries of veterans' payments received rubles at a rate which gave them about 4 to 5 cents on the dollar.

"They were darn lucky to get that," he added. "The confiscation was not complete, only 95 per cent."

"Then in effect our taxpayers were contributing to the support of the Soviet Union?" Chairman Dies (D-Tex.) asked.

"Yes, and they still do," Dubrowsky replied amiably.

Distribute Films

The witness said that other means used by Russia for raising funds in the United States included the distribution of moving picture films, which are "about nine-tenths propaganda." This activity, he said, was carried on by the "Amkino" corporation and netted about $1,000,000 a year. Also, he said, the Soviet government took most of the income of estates left by Americans for Russian relatives, managing to do this through dollar exchange manipulation.

Dubrowsky returned to New York after completing his testimony but Chairman Dies (D-Tex.) said he would call him back in the near future. The committee is scheduled to hear testimony Mon-

Sigmund Freud, Famed Originator Of Psychoanalysis, Dies In London

Left Vienna Year Ago After Hitler Annexed Austria

London —(AP)— Prof. Sigmund Freud, famed originator of psychoanalysis, died at his Hampstead home in London shortly before midnight Saturday night. He was 83 years old.

Freud left Vienna and came to England after German annexation of Austria last year. He made the trip on the invitation of the United States by American doctors and scientists.

Settling down in the quiet of the London suburb of Hampstead, the man who had "dissected the human mind" fell ill several weeks ago and today his heart gave in to coma and died without regaining consciousness.

Early last month his friends said he was suffering from weakness but that "no anxiety is felt at the moment."

Since then he had been confined to his residence.

FREUD

Four Endorsed To Back Vandenberg

State Delegation Names Group For Support Of GOP Candidate

Fond du Lac, Wis.—(AP)—Wisconsin boosters of Senator Arthur Vandenberg of Michigan for the 1940 Republican nomination for president Saturday endorsed four men as Vandenberg-pledged candidates for delegates-at-large to the GOP national convention.

Those selected were Michael G. Eberlein of Shawano; Harry Carthew of Lancaster; E. W. Richardson of Ladysmith, and W. H. Cudworth of Milwaukee.

The meeting adopted a resolution calling for organization of Vandenberg committees in each of the 10

Sixty Year Ago Today

Overall Sales Showing Increase

Wilkes-Barre, Pa. —(AP)— Officials of a large factory selling overalls and work clothes reported Saturday overall sales increased 200 per cent since outbreak of the European war.

Clipped By:
historicbridges
Fri, Jun 10, 2022

Copyright © 2022 Newspapers.com. All Rights Reserved.

SECTION TWO

La Crosse Tribune and Leader-Press

SECTION TWO

Member of the Audit Bureau of Circulations

Full Leased Wire News Report of The Associated Press

VOLUME XXXV, NUMBER 128 — LA CROSSE, WISCONSIN, THURSDAY EVENING, SEPTEMBER 21, 1939 — THIRTY-SIX PAGES — PRICE THREE CENTS

Plan All-Day Bridge Dedication Program

Thousands Here For Dedication Of First Bridge

Morning Chronicle Of July 4, 1891, Recalls It Was 'Great Day'

Dedication of La Crosse's city hall and the draw bridge over the Mississippi river on July 4, 1891, was a colorful affair, attracting thousands from the surrounding territory.

The La Crosse Morning Chronicle of July 7, 1891, gives the following descriptive account of the crowds attending the celebration:

"It was a great day.

"It was a day to be talked about with pleasure and pointed to with pride until something bigger and better comes to take its place in memory.

"La Crosse spread the board and invited her neighbors to the festival.

Came By Thousands

"They came by thousands and took their share of what had been provided. They conducted themselves as guests should, with courtesy and appreciation, making no trouble and expressing in warm and earnest words, satisfaction with their entertainment.

"Good Mother Nature sent her card with the invitation and did for us that without which the rest would have been impossible.

"It is only now and then that we see an absolutely perfect day when it is neither too hot nor too cold, too dry nor too wet, nor too anything but just simply equably perfect; but if the Fourth of July, 1891, was not one of those rare days, it was very, very near it. Cloudless from morning to night; bright sun tempered by cool breezes from the north; little dust; glowing sunset and cool yet windless evening. Was anything lacking?

"Rains earlier in the week had done far more for us than merely lay the dust. They had given lawns, foliage and flowers their best holiday aspect and made the town look as we like it to. They had reduced the ever present Fourth of July danger from fire to the minimum and eliminated that cause of anxiety. They had given the air its delightful coolness, bringing people through a long day without special weariness—in these and other ways supplying those elements without which the celebration could not have been the success it was. So we glorify kindly Mother Nature for all her favors to us.

Solid Line Of Teams

"Several early morning processions worth looking at were not down in the bills. They might have been seen on every country road. At one time there was a solid line of teams from the bridge to La Crescent, and it was much that way in other directions. The railroads didn't do any great things for us, seeming to think it wasn't necessary. The Milwaukee company sent back a special on the Southern Minnesota division Saturday night, which accommodated that territory. It also brought in a special behind the regular morning train from the east, both being heavily loaded. If it had not been for this, some hundreds would have failed to get here. The Northwestern train from the east also brought all it could accommodate, while the Winona train was a sight. It consisted of two coaches, baggage cars and three box cars. People were fairly bulging from the windows, hanging to the platforms and crowding the roofs. Gov. Yale said that if a train had been provided and advertised, a thousands people would have been glad to come from Winona alone. As it was this train must have brought 400 or more. The Burlington trains both ways brought good loads, the one arriving at 9 o'clock especially.

"By the steamer Cowles 200 came from Winona and other points at 11 o'clock, and later a smaller party by the Belle of Bellevue. The Juaniata also brought a select party from Winona and the Percy Swain a nice Trempealeau excursion. The White Beaver of course brought all it could find room for from Brownsville. New Albin, Lansing and the narrow gauge were prevented by an accident which delayed the train due here at 11 a. m. until 7 p. m.

"All these people from outside the city, estimated by no one at less than 20,000, crowded the streets, but were nevertheless easily taken care of so that those who brought picnic dinners found shady places in which to enjoy them and those who did not were accommodated at the restaurants, hotels and innumerable eating stands in all parts of the city.

"From 12 to 1 o'clock parks and shady places were just a vast picnic where the people sat at ease and enjoyed themselves. These intervals for rest between the regular exercises were appreciated and it is quite safe to say that townspeople and visitors alike came through the final rocket with less weariness than they could have expected considering the magnitude of events with which the day was filled."

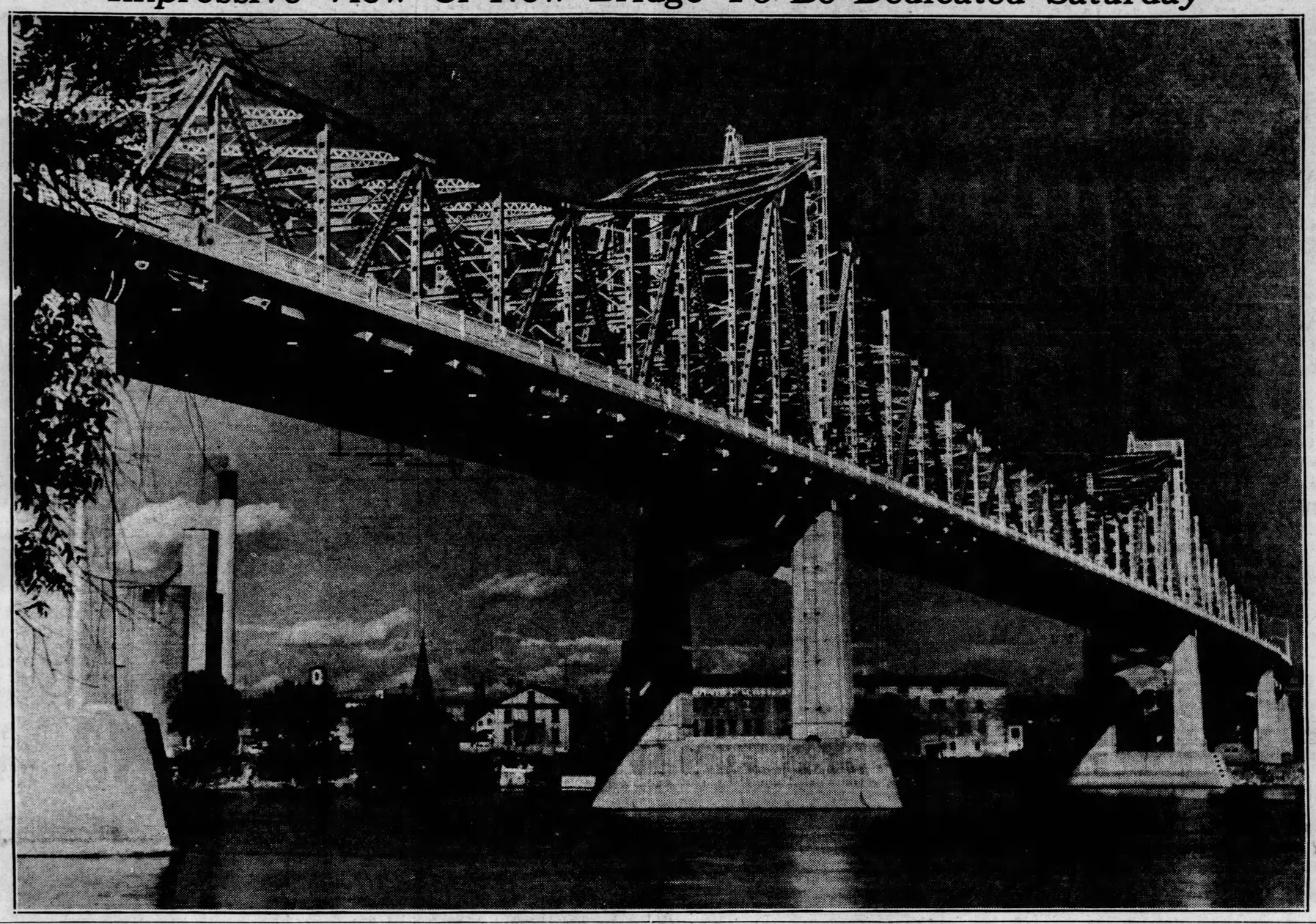
This Newspaper Labels War Stories

McComb, Miss. —(AP)— The McComb Daily Enterprise gives confused readers a hand up by labeling each war story.

Its four symbols and their meaning:

V—Verified.
OP—Official propaganda.
A—Seems authentic.
R—Rumor.

Impressive View Of New Bridge To Be Dedicated Saturday



City Saved $15,000 Of Its Share Of $100,000 Pledged To Structure

Old Bridge Closes At Noon Saturday

Just as soon as the ribbons are cut officially opening the new bridge to traffic, the old Mississippi river draw bridge will be barricaded against vehicles and pedestrians. Engineer Matt Stark will open the swinging span, and it will remain in an open position for navigation.

Bridge State's Biggest Project

The $1,500,000 Mississippi river high bridge in La Crosse is the largest structure ever built by the Wisconsin highway commission, a survey of the commission's files reveals.

The files show, too, that in the structure two types of steel were used.

In smaller structures, where shorter spans are built, carbon steel is used entirely, the commission said.

In part of the La Crosse bridge, where a longer span with greater strain became necessary, silicon steel was used.

It was the first time silicon steel had been used in a river bridge in Wisconsin.

The commission points out that an 18-inch I-beam of silicon steel will carry approximately 30 per cent more load than a carbon steel 18-inch I-beam, for example. The same ratio of comparative strength applies to all other beams, channels and plates.

The difference in steel cannot be noticed by users of the bridge, since the same size members were rolled.

Silicon is an alloy steel of higher strength than ordinary steel. Into the La Crosse bridge went 1,550,000 pounds of it.

Each piece had to be identified with special markings at the mill and at the fabricating plant in Chicago, so no mistake would be made in erecting the bridge.

It was essential that the pieces, identical in shape, not become mixed and a section of carbon steel placed where the design called for the stronger silicon steel.

Cadet Delaney Gains Military Advancement

Cadet Robert J. Delaney, class of 1940, at the United States Military academy at West Point, N. Y., has been advanced to the grade of sergeant, according to an announcement by Brig. Gen J. L. Benedict, superintendent.

Delaney is the son of Mr. and Mrs. C. R. Delaney, 433 South 20th street.

Right-Of-Way Purchase Included Property On 3rd Street, Island

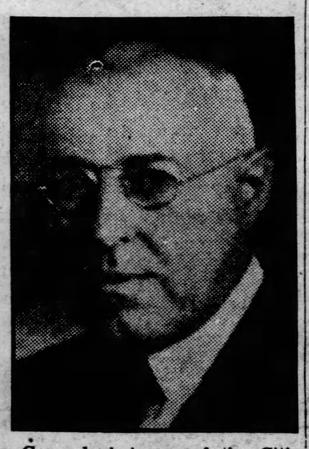
Although the city of La Crosse, through action by its common council, agreed to spend not more than $100,000 for the purchase of right of way for the new Mississippi river high bridge, it effected a saving of approximately $15,000 in its negotiations with landowners.

A computation by City Comptroller Lambert J. Kaiser shows that the municipality spent only $85,290.55 for right of way, which was turned over to the Wisconsin highway commission to make the bridge construction possible.

The right of way purchases, which included property on Cass street between 3rd street and the river as well as on Pettibone Island, follows:

Property for which N. Hengel was trustee, $6,000; Earl F. and Ella Schultze, $43,000; Lizzie Kannard, $7,409.40; Emil and C. Neuwirth, $3,589.60; Segelke and Kohlhaus company, $11,500; Whitebreast Coal company, $5,500; La Crosse Wool company, $4,300; Pettibone park commission, $1,500; August and Mary Mader, $200; and Burlington railroad easements, $1,455.06.

Chairman



General chairman of the Citizens' committee which got back of the move for a new bridge from the beginning was Frank Sisson, shown above. Mr. Sisson presided at all meetings and took part in the conferences at Washington which made the bridge a fact. He will be master of ceremonies at the dedication.

Dedication Program

9 a. m.—Parade.

11 a. m.—Speaking program at east approach of new bridge, 3rd and Cass streets.

12:15 p. m.—Parade of old-time vehicles over old draw bridge.

12:20 p. m.—Cutting of ribbons opening new bridge to traffic.

12:25 p. m.—Parade of modern motorized vehicles over new bridge.

2 p. m.—Boat races and water sports in Mississippi river in front of Pettibone and Riverside parks.

3:20 p. m.—Aviation formation and stunt flying by La Crosse Flyers' association.

7 p. m.—Band concert in Riverside park.

8:30 p. m.—Venetian night on Mississippi river off Pettibone and Riverside parks, accompanied by fireworks displays.

Wrecking Of Old Span Will Begin On Monday

Wrecking of the old Mississippi river draw bridge is to start Monday morning, the contract having been awarded several weeks ago by the Wisconsin highway commission to the Milwaukee firm of Klug and Smith for $37,370.

The Milwaukee company, which will retain the steel and all other material salvaged from the bridge, except the timbers in the sheer fences and protection piers and rock from the piers, will have 120 days to complete the project.

Barricade Old Bridge

As soon as the new $1,500,000 high bridge is opened to traffic at the conclusion of Saturday's dedication ceremonies, the swinging span of the old bridge will be opened and the approaches to it barricaded against traffic.

The company will block up the swinging span on the sheer fence and begin dismantling it, removing the steel by using a derrick placed on a large barge. The steel will be placed on another barge and transported to the shore to await disposition by the company.

As soon as the swinging span is dismantled, the company will begin removing the sheer fences. The timbers in the protection pier, which were reconstructed several years ago by the state, are to be used by the company in the construction of a new sheer fence to be built upstream from pier No. 8 to a point about opposite the foot of King street. This fence is on the east side of the river, but is a considerable distance from the shoreline.

The rock from the piers of the old bridge is to be used to rip-rap the east bank of the river on either side of the new structure, it was explained.

The contract provides that the Milwaukee firm must remove all parts of the old bridge down to the bed of the river. This means that the piers will probably be blasted, and the stone then removed from the river by the use of a clam shell bucket.

Diagonal Parking Planned Saturday

There will be diagonal parking of automobiles on all streets west of 3rd street Saturday so that hundreds of additional cars can be accommodated for the bridge dedication ceremonies, Police Chief Herman F. Rick announces. The parking will be directed by police officers, members of the Arcadia military police, Legionnaires, and members of the V. F. W. Parking of cars in Pettibone park and adjacent territory will be permitted, but there will be absolutely no vehicles permitted in Riverside park.

$5,000 Damage In Fire At Brewery

Milwaukee— (AP) —Fire caused damage estimated at $5,000 Wednesday to the shipping building of the Pabst Brewing company. The blaze was confined to a second floor room filled with fiber-board packing cases. Firemen said the fiber-board caught fire when a drain pipe became overheated by workmen cutting it with an acetylene torch.

Nearly 100,000 people have already paid for Germany's new "People's Car," which will not appear before next year.

New Bridge Construction Required Letting Of 8 Separate Contracts

Line Of March For Parade Is Announced

Saturday's bridge dedication parade will start promptly at 9 a. m. after forming on 5th avenue between Cass and Hood streets. It will be routed east on Cass to 9th, north on 9th to Main, east on Main to 3rd, and south on 3rd to the new bridge.

List New Span As Class 'A'

Insofar as heavy vehicle transportation is concerned, La Crosse's new Mississippi river high bridge is what the Wisconsin highway commission calls a class "A" structure.

The classification is used only for the best of state highways, although maximum weights are limited.

Restrictions as to size and gross weights of heavy vehicles under the class A division follow:

Four-wheel vehicles, gross weight, 24,000 pounds.

Six-wheel and three axle vehicles gross weight, 36,000 pounds.

Semi-trailer, one axle and two wheels, 19,000 pounds.

Semi-trailer, two axles and four wheels, 24,000 pounds.

Gross axle weight, 19,000 pounds.

Gross wheel weight, 9,500 pounds.

Per unit of tire width, 800 pounds.

Following the accident on the old municipal bridge, the state highway commission held a hearing at La Crosse to record testimony concerning the necessity of constructing a new bridge.

At the conclusion of the hearing, Thomas Davlin, then chairman of the commission, announced that the vehicle weight classification of the old bridge would be reduced from "A" to "B", which meant that truck loads had to be reduced roughly one-third.

This was done, he explained, because of the poor structural condition of the old bridge, and the desire of the commission to give La Crosse an outlet to the west across the river until a new bridge could be erected.

DRUGGISTS TO MEET

St. Paul —(AP)— The National Association of Retail Druggists will hold its annual convention in St. Paul the week of October 9, with arrangements being made for the gathering by the Minnesota Pharmaceutical association, James Dargavel, president of the state group, announced. The Minnesota group has completed a series of district meetings, Dargavel said.

Milwaukee Firm, Klug & Smith, Had Biggest Single Job

Eight contracts have been involved in the construction of La Crosse's new Mississippi river high bridge, which is to be dedicated Saturday with appropriate ceremonies arranged by a citizen's committee.

The first contract was for the west abutment and piers one to nine, being those on Pettibone Island as well as in the river and the one on the east bank, and was awarded June 22, 1937, to the Minneapolis Bridge company of Minneapolis for $288,446.05.

Dredged Approach Fill

Then, on July 21, 1936, the commission gave a contract to the La Crosse Dredging company of Minneapolis for the dredging of the one-half mile west approach to the bridge, the project extending in a southeasterly direction from a point near the West Channel bridge to the west abutment of the new structure. The contract price was $56,061.12.

The Minneapolis Bridge company on Nov. 13, 1936, was given the contract for constructing the east abutment, the retaining walls on Cass between 2nd and 3rd streets, as well as for piers 10 to 17. The contract price was $68,239.50.

The other five contracts followed in 1937 and 1939. Klug and Smith, Milwaukee, received the contract for the fabrication and erection of the steel superstructure. This contract was for $509,620.99.

Joseph D. Bonness, Inc., Wauwatosa, was given the contract for the concrete floor, paving of the approaches, erecting of the sidewalk railing, and installation of the lights, the firm's price being $206,131.51.

Had Sub-Contractors

Bonness had two sub-contractors. A. A. Prendergast and Associates, Minneapolis, did the concrete bridge floor, while the Sterling Electric company of Minneapolis did the lighting installation. Bonness installed the sidewalk, the curb and gutter, and paved the approaches.

The painting contract was let to the Pacific Bridge Painting company of San Francisco, which also painted the Golden Gate bridge, for $17,492. Klug and Smith in 1939 were given the contract for removal of the old bridge, as well as the construction of a sheer fence, for $37,370. The final contract was awarded to J. C. Walczak, Milwaukee, for roadside treatment of the west approach as well as for landscaping under the bridge on the east bank, the amount being $9,970.10.

Parade Is First Activity Of Day; Starts At 9 A. M.

Dedication Ceremonies Arranged For 11 A. M. On East Approach

Beginning with a 9 a. m. parade, Saturday's celebration in connection with the dedication of the $1,500,000 Mississippi river bridge and its formal opening to traffic for the first time will be almost one continuous program of entertainment.

Thousands of visitors from three states are expected to be here.

It includes a speaking program concluding with the cutting of the ribbons on the east approach of the bridge at noon, boat races and water sports, aviation formation and stunt flying, a colorful Venetian night and an elaborate fireworks display.

There will be 16 bands and drum corps participating in the day's parade, many of them coming from high schools throughout the trade territory. Floats also are being entered by many communities, as well as by industrial plants, business establishments and organizations in La Crosse.

Route Of Parade

The parade is to form on 5th avenue between Cass and Hood streets, and will be routed east on Cass to 9th, north on 9th to Main, east on Main to 3rd, and south on 3rd to the east approach to the bridge, where it will disband.

All unions affiliated with the American Federation of Labor and the Congress of Industrial Organization have been invited to participate in the parade. In addition, there will be numerous other marching and motorized units.

So that labor can take part in the parade, all industries have been asked to close for the entire day. Stores, however, will remain open as usual. The city hall and court house will close for the day.

Following the parade, there will be the 11 a. m. speaking program on the east approach to the new bridge. This is to be followed immediately by a parade of old-time vehicles over the old draw bridge, with the cutting of the ribbons officially opening the new bridge to traffic taking place immediately after the conclusion of that parade. There will be a parade of modern motor vehicles over the new bridge immediately after the ribbon cutting ceremonies.

Afternoon Program

Then, at 2 p. m. the three-hour program of entertainment in Riverside and Pettibone parks will start, featuring boat races, water stunts and aerial formation and stunt flying by members of the La Crosse Flyers' association.

At 7 p. m. there will be a band concert in Riverside park, followed at 8:30 p. m. by the Venetian night display on the Mississippi river and the fireworks.

According to plans, there will be more than 75 boats in the Venetian night parade, the watercraft being decorated with 1,000 lighted Japanese lanterns. Throughout the water parade there will be aerial fireworks displays, it being expected that the entire program will require at least one hour.

City Decorated

Already the city has taken on a festive atmosphere, for some 24 blocks of streets in the business district have been decorated with overhead arches of colorful banners. The main banners of each arch are alternated, one bearing a replica of the new bridge and the other "Welcome to La Crosse."

Stores, wholesale houses, and industrial plants, and office buildings have their entrances decorated with vari-colored banners.

Elect WCP Officers For Westby League

Westby, Wis. —(Special)— The newly-elected officers of the WCP Luther league are: Everett Lunde, president; Hilma Tomtengen, vice president; Elaine Anderson, secretary; Howard Theige, treasurer; Nobel Roiland, assistant treasurer, Hilda Stegen, Mrs. Palmer Rude, Elaine Martin, Ruth Holman, Evelyn Olsen, devotional committee; Sophia Hermanson, Carmen Johnson, Marian Borreson, Leif Mikkelson, Darlene Bekkedal, music committee; Mrs. Joseph Hovde, Mrs. E. Ballsrud, Mrs. Howard Crume and Mrs. Ernest Silbaugh, food committee; Mrs. Clifford Perkins, Mrs. Kermit Veum, Bertha Dahl and Sibyl Jefson, nominating committee.

Minnesota Iron Ore Shipping Jumps

St. Paul—(AP)— Minnesota's iron ore shipments totaled 16,494,494 tons up to Sept. 1, this year, nearly double the shipments for the same period during 1938, Ray D. Nolan, director of the division of lands and minerals, the state department of conservation disclosed Wednesday.

In the corresponding eight months period of 1938, the total shipments from all mines in the state was 8,646,618 tons.

War Scare Brings Gain In Marriage Licenses

Minneapolis, Minn. —(AP)— When reviewing actions of the stock exchange's war babies, don't overlook cupid. In the first few days after the outbreak of European hostilities, marriage licenses issued here jumped 30 per cent above normal.

In the last few days, Cupid's business slumped, presumably as anti-war sentiment grew.

Newspapers by Ancestry
https://www.newspapers.com/image/511178675

Downloaded on Jun 10, 2022

SECTION TWO

La Crosse Tribune and Leader-Press

SECTION TWO

Member of the Audit Bureau of Circulations

Full Leased Wire News Report of The Associated Press

VOLUME XXXV, NUMBER 128 — LA CROSSE, WISCONSIN, THURSDAY EVENING, SEPTEMBER 21, 1939 — THIRTY-SIX PAGES — PRICE THREE CENTS

Plan All-Day Bridge Dedication Program

Thousands Here For Dedication Of First Bridge

Morning Chronicle Of July 4, 1891, Recalls It Was 'Great Day'

Dedication of La Crosse's city hall and the draw bridge over the Mississippi river on July 4, 1891, was a colorful time for attracting thousands from the surrounding country.

The La Crosse Morning Chronicle of July 7, 1891, gives the following descriptive account of the crowds attending the celebration:

"It was a great day.

"It was a day to be talked about with pleasure and pointed to with pride until something bigger and better comes to take its place in memory.

"La Crosse spread the board and invited her neighbors to the festival.

Came By Thousands

"They came by thousands and took their share of what had been provided. They conducted themselves as guests should, with courtesy and appreciation, making no trouble and expressing in warm and earnest words, satisfaction with their entertainment.

"Good Mother Nature sent her card with the invitation and did for us that which made the rest of the day possible.

"It is early now and then that we see an absolutely perfect day when it is neither too hot nor too cold, too dry nor too wet, nor too anything but just simply equably perfect; but if the Fourth of July, 1891, was not one of those rare days, it was very, very near it. Cloudless from morning to night; bright sun tempered by cool breezes from the north; little dust; glowing sunset and cool yet windless evening. Was anything lacking?

"Rains earlier in the week had done far more for us than merely lay the dust. They had given lawns, foliage and flowers their best holiday aspect and made the town look as we like it to. They had reduced the ever present Fourth of July danger from fire to the minimum and eliminated that cause of anxiety. They had given the air its delightful coolness, so people could walk and drive long day without special wearings—in these and other ways supplying those elements without which the celebration could not have been the success it was. So we gloriously kindly Mother Nature for all her favors to us.

Solid Line Of Teams

"Several early morning processions worth looking at were not down in the bills. They might have been seen on every country road. The Onalaska procession was a solid line of teams from the west to La Crescent, and it was much that way in other directions. The railroads didn't do any great things for us, seeming to think it wasn't necessary. The Milwaukee company sent back a special on the Southern Minnesota division Saturday night, which accommodated that territory. It also brought in a special behind the regular morning train from the east, both being heavily loaded. If it had been for this, some hundreds would have had to stay here. The Northwestern train from the east also brought all it could accommodate, while the Winona train was a sight. It consisted of two coaches, baggage cars and three box cars. People were fairly bulging from the windows, hanging to the platforms and crowding the roofs. Gov. Yale said that if a train had been provided and advertised, a thousands people would have been glad to come from Winona and back. As it was this train must have brought 400 or more. The Burlington road also ran ways brought good loads, the one arriving at 9 o'clock especially.

"By the steamer Cowles too came from Winona and other points at 11 o'clock, and later a smaller party by the Belle of Believe. The Juniata also brought a select party from Winona and the Percy Swain a nice Trempealeau excursion. The Hilldeaver of course brought all it could find room for from Brownsville, New Albin, Lansing and the narrows, space were prevented by an accident which delayed the train due here at 11 a. m. until 7 p. m.

"All these people from outside the city, estimated by no one at less than 20,000, crowded the streets, but were nevertheless easily taken care of so that those who brought picnic dinners found shady places in which to enjoy them and those who did not were accommodated at the restaurants, hotels and innumerable eating stands in all parts of the city.

"From 12 to 1 o'clock is parks and shady places were just as full as they could be where the people sat at ease and enjoyed themselves. These intervals for rest between the regular exercises were appreciated but it is quite safe to say that participants and visitors alike came through the final rocket with less weariness than they could have expected considering the magnitude of events with which the day was filled."

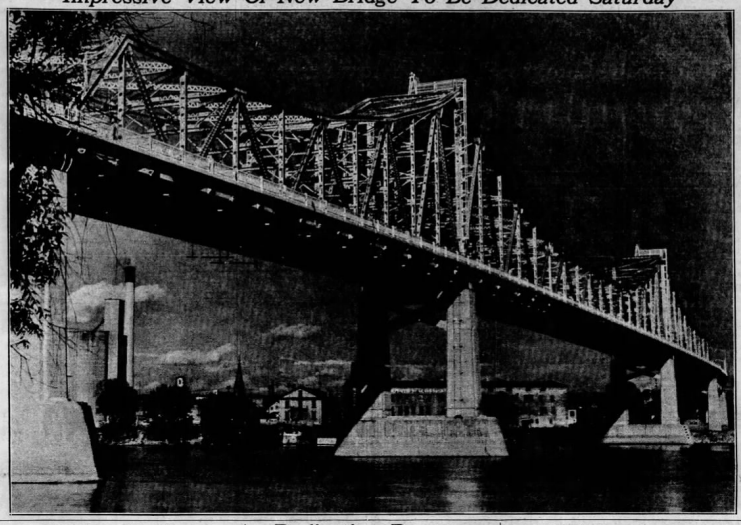
This Newspaper Labels War Stories

McComb, Miss. —(AP)— The McComb Daily Enterprise gives confused readers a hand up by labeling each war story.

Its four symbols and their meanings:

C—Certified.
OP—Political propaganda.
A—Seems authentic.
R—Rumor.

Impressive View Of New Bridge To Be Dedicated Saturday



Parade Is First Activity Of Day; Starts At 9 A. M.

Dedication Ceremonies Arranged For 11 A. M. On East Approach

Beginning with a 9 a. m. parade, Saturday's celebration in connection with the dedication of the $1,500,000 Mississippi river bridge and its formal opening to traffic for the first time will be a day-long continuous program of entertainment.

Thousands of visitors from three states are expected to be here.

It includes a speaking program concluding with the cutting of the ribbons on the east approach of the bridge at noon, boat races and water sports, aviation formation and stunt flying, a colorful Venetian night and an elaborate fireworks display.

Bands, 16 bands and drum corps participating in the day's parade, many of them coming from high schools throughout the trade territory. Floats also are being entered by many communities, as well as by industrial plants, business establishments and organizations in La Crosse.

Route Of Parade

The parade is to form on 5th avenue between Cass and Hood streets, and will be routed east on Cass to 9th, north on 9th to Main, east on Main to 3rd, and south on 3rd to the east approach of the bridge, where it will disband.

All unions affiliated with the American Federation of Labor and the Congress of Industrial Organization have been invited to participate in the parade. In addition, there will be numerous other marching and motorized units.

So that labor can take part in the parade, all industrial plants will be closed during the entire day. Stores, however, will remain open as usual. The city hall and court house will close for the day.

Following the parade, there will be the 11 a. m. speaking program on the east approach to the new bridge. This is to be followed immediately by a parade of old-time vehicles on the bridge, ceremonies for the cutting of the ribbons, officially opening the new bridge to traffic taking place immediately after the conclusion of that parade. There will be a parade of modern motor vehicles over the new bridge immediately after the ribbon cutting ceremonies.

Afternoon Program

Then, at 2 p. m. the three-hour program of entertainment in Riverside and Pettibone parks will start, featuring boat races, water stunts and aerial formation and stunt flying by members of the La Crosse Flyers' association.

At 3 p. m. there will be a concert in Riverside park, followed at 6:30 p. m. by the Venetian night display on the Mississippi river and the fireworks.

According to plans, there will be more than 75 boats in the Venetian night parade, the watercraft being decorated with 1,000 lighted Japanese lanterns. Throughout the water parade there will be fireworks displayed, and it is expected that the entire program will require at least one hour.

City Decorated

Already the city has taken on a festive atmosphere, for some 24 blocks of streets in the business district have been decorated with overhead arches of colorful banners. The main banners of each arch are alternated, one bearing a portrait of the new bridge and the other "Welcome to La Crosse." Residential, business, industrial, educational, hospital and office buildings have their entrances decorated with vari-colored banners.

Elect WCP Officers For Westby League

Westby, Wis. —(Special)— The newly-elected officers of the WCP Luther league are: Everett Lundt, president; Hilma Tomtengen, vice president; Ruth Ingebretson, secretary; Reverdin Tveiten, treasurer; Nobel Roland, assistant treasurer, Hilda Bergum, Mrs. Palmer Rude, Elaine Martin, Ruth Holman, Evelyn Lien, devotional committee; Sophia Hermanson, Carmen Johnson, Marvel Hanson, Leif Mikkelson, Darlene Bekkedal, music committee; Mrs. Joseph Hovdy, Mrs. E. Bullerud, Mrs. Howard Lien, Mrs. Ole Tomtengen, food committee; Mrs. Clifford Perkins, Mrs. Kermit Veum, Bernadhl and Sibyl Jelson, comisating committee.

Minnesota Iron Ore Shipping Jumps

St. Paul—(AP)— Minnesota's iron ore shipments totaled 2,000,000 tons in July, a 100 per cent gain, nearly double the shipments for the same period of July, 1938, Ray D. Nolan, director of the division of lands and minerals of the state department of conservation disclosed Wednesday.

In the corresponding eight months period of 1938, the total shipments from all mines in the state were 8,646,618 tons.

War Scare Brings Gain In Marriage Licenses

Minneapolis, Minn. —(AP)— When reviewing actions of the stock exchange's war babies, don't overlook cupid. In the first few days after the outbreak of European hostilities, marriage licenses issued here jumped 20 per cent above normal.

In the last few days, Cupid's business slumped, presumably as anti-war sentiment grew.

City Saved $15,000 Of Its Share Of $100,000 Pledged To Structure

Old Bridge Closes At Noon Saturday

Just as soon as the ribbons are cut officially opening the new bridge to traffic, the old Mississippi river draw bridge will be barricaded against vehicles and pedestrians. Engineer Matt Stark will open the swinging span, and it will remain in an open position for navigation.

Bridge State's Biggest Project

The $1,500,000 Mississippi river high bridge is the largest ever built by the Wisconsin highway commission, a survey of the commission's files reveals.

The files show, too, that in the structure two types of steel were used.

In smaller structures, where shorter spans are built, carbon steel is used entirely, the commission said.

In the old La Crosse bridge, which had longer span with greater strain became necessary, silicon steel was used.

It was the first time silicon steel had been used in a river bridge in Wisconsin.

The commission points out that an 18-inch I-beam of silicon steel will carry approximately 30 per cent more load than a similar steel I-beam. Silicon, for example, has a same-ratio of comparative strength applies in all other beams, channels and plates.

The difference in steel cannot be noticed by users of the bridge, since the same size members were rolled.

Silicon is an alloy steel of higher strength than ordinary steel. The steel in the new bridge went 1,250,000 pounds of it.

Each piece had to be identified with special marking at the mill and at the fabricating plant in Chicago, so no mistake would be made in erecting the bridge.

It was essential that the pieces, identical in shape, not become mixed and a section of carbon steel placed where the design called for the stronger silicon steel.

Right-Of-Way Purchase Included Property On 3rd Street, Island

Although the city of La Crosse, through action by its common council, agreed to spend not more than $100,000 for the purchase of right of way for the new Mississippi river high bridge, it effected a saving of approximately $15,000 in its negotiations with landowners.

A computation by City Comptroller Lambert J. Kaiser shows that the municipality spent only $85,285.35 for right of way, which included property on Cass street between 3rd street and the river as well as on Pettibone Island, follows:

Property for which N. Hengel was trustee, $6,000; Earl F. and Ella Schultze, $43,000; Lizzie Kannard, $7,400.40; Emil and C. Neuwirth, $3,589.60; Segelke and Kohlhepp, $2,000; Mrs. Ella Schultze, breast Coal company, $5,500; La Crosse Wool company, $4,500; Pettibone park commission, $1,500; August and Mary Mader, $200; and Burlington railroad easements, $1,455.06.

Chairman

General chairman of the Citizens' committee which got back of the move for a new bridge from the beginning was Frank Sisson, shown above. Mr. Sisson presided at all meetings and took part in the conferences at Washington which made the bridge a fact. He will be master of ceremonies at the dedication.

Dedication Program

9 a. m.—Parade.

11 a. m.—Speaking program at east approach of new bridge, 3rd and Cass streets.

12:15 p. m.—Parade of old-time vehicles over old draw bridge.

12:20 p. m.—Cutting of ribbons opening new bridge to traffic.

12:25 p. m.—Parade of modern motorized vehicles over new bridge.

2 p. m.—Boat races and water sports in Mississippi river in front of Pettibone and Riverside parks.

3:20 p. m.—Aviation formation and stunt flying by La Crosse Flyers' association.

7 p. m.—Band concert in Riverside park.

8:30 p. m.—Venetian night on Mississippi river off Pettibone and Riverside parks, accompanied by fireworks displays.

Wrecking Of Old Span Will Begin On Monday

Wrecking of the old Mississippi river draw bridge is to start Monday morning, the contract having been awarded several weeks ago by the Wisconsin highway commission to the Milwaukee firm of Klug and Smith for $37,370.

The Milwaukee company, which will retain the steel and all other material salvaged from the bridge, except the timbers in the sheer fences and protection piers, which will be given away, will have 120 days to complete the project.

Barricade Old Bridge

As soon as the new $1,500,000 high bridge is opened to traffic at the conclusion of Saturday's dedication ceremonies, the swinging span of the old bridge will be opened and the approaches will be barricaded against traffic.

The company will block up the swinging span on the sheer fence and begin dismantling it, removing the steel by using a derrick placed on a large barge. The steel will be placed on another barge and transported to the shore to await disposition by the company.

As soon as the swinging span is dismantled, the company will begin removing the sheer fences. The timbers in the protection piers, which were reconstructed several years ago by the state, are to be used by the company in the construction of a new sheer fence to be built upstream from pier No. 6 to a point about opposite the foot of Cass street, on the east side of the river, and a considerable distance from the shoreline.

The rock from the piers of the old bridge is to be used to rip-rap the east bank of the river on either side of the new structure, it was explained.

The contract provides that the old bridge, except for approximately all parts of the old bridge down to the bed of the river. This means that the piers will probably be blasted, and the dome then removed from the river by the use of a clam shell bucket.

Diagonal Parking Planned Saturday

There will be diagonal parking of automobiles on all streets west of 3rd street Saturday so that hundreds of additional cars can be accommodated for the bridge dedication ceremonies, Police Chief Herman F. Rick announces. The parking will be directed by police officers, members of the Arcadia military police, Legionnaires, and members of the V. F. W. Parking of cars in Pettibone park and adjacent territory will be permitted. No others will be permitted. Only vehicles permitted in Riverside park.

$5,000 Damage In Fire At Brewery

Milwaukee—(AP)—Fire caused damage estimated at $5,000 Wednesday to the shipping building of the Pabst Brewing company. The blaze was confined to a second floor room filled with fiber-board packing cases. Firemen said the fiber-board caught fire when a drain pipe became overheated by workmen cutting it with an acetylene torch.

Nearly 100,000 people have already paid for Germany's new "People's Car." Each will not appear before next year.

New Bridge Construction Required Letting Of 8 Separate Contracts

Line Of March For Parade Is Announced

Saturday's bridge dedication parade will start promptly at 9 a. m. after forming on 5th avenue between Cass and Hood streets. It will be routed east on Cass to 9th, north on 9th to Main, east on Main to 3rd, and south on 3rd to the new bridge.

List New Span As Class 'A'

Insofar as heavy vehicle transportation is concerned, La Crosse's new Mississippi river high bridge is what the Wisconsin highway commission calls a class "A" structure.

The classification is used only for the best of state highways, although maximum weights are limited.

Restrictions as to size and gross weights of heavy vehicles under the class A division follow:

Four-wheel vehicles, gross weight, 24,000 pounds.

Six-wheel and three axle vehicles gross weight, 36,000 pounds.

Semi-trailer, one axle and two wheels, 18,000 pounds.

Semi-trailer, two axles and four wheels, 24,000 pounds.

Gross axle weight, 19,000 pounds.

Gross wheel weight, 9,500 pounds.

Per unit of tire width, 800 pounds.

Following the accident on the old municipal bridge, the state highway commission held a hearing at La Crosse to record testimony concerning the necessity of constructing a new bridge.

At the conclusion of the hearing, Frank Sensenbrenner, chairman of the commission, announced that the vehicle weight classification of the old bridge would be reduced from "A" to "B", which meant that truck loads had to be reduced roughly one-third.

This was done, he explained, because of the poor structural condition of the old bridge, and the desire of the commission to give La Crosse an outlet to the west across the river until a new bridge could be erected.

DRUGGISTS TO MEET

St. Paul —(AP)— The National Association of Retail Druggists will hold its annual convention in St. Paul the week of October 9, with arrangements being made for the gathering by the Minnesota Retail Druggists association, Ray Dargavel, president of the state group, announced. The Minnesota group has completed a series of district meetings, Dargavel said.

Milwaukee Firm, Klug & Smith, Had Biggest Single Job

Eight contracts have been involved in the construction of La Crosse's new Mississippi river high bridge, which is to be dedicated Saturday with appropriate ceremonies arranged by a citizen's committee.

The first contract was for the west abutment and piers one to nine, being those on Pettibone Island as well as in the river and the contract for this work was awarded June 22, 1937, to the Minneapolis Bridge company of Minneapolis for $258,446.05.

Dredged Approach Fill

Then, on July 21, 1936, the commission gave a contract to the La Crosse Dredging company of Minneapolis for the dredging of the one-half mile west approach to the bridge, the project extending in a northeasterly direction from a point near the West Channel bridge to the west abutment of the new structure. The contract price was $36,061.12.

The Minneapolis Bridge company also got the contract for constructing the east abutment, the retaining wall on Cass between 2nd and 3rd streets, as well as for piers 10 to 17. The contract price was $68,139.56.

The other five contracts followed in 1937 and 1939. Klug and Smith, Milwaukee, received the contract for the fabrication and erection of the steel superstructure, his contract was for $1,020,000.

Joseph D. Bonness, Inc., Waukesha, was given the contract for the concrete floor, paving of the approaches, erecting of the sidewalk railing, and installation of the lights, the firm's price being $206,131.51.

Had Sub-Contractors

Bonness had two sub-contractors, A. A. Prendergast and Associates, Minneapolis, did the concrete bridge floor, while the Sterling Electric company of Minneapolis did the lighting installation. Bonness installed the sidewalk, the curb and gutter, and paved the approaches.

The painting contract was let to the Pacific Bridge Painting company of San Francisco, which also painted the Golden Gate bridge, for $17,482. Klug and Smith in 1938 were given the contract for removal of the old bridge, as well as the construction of a sheer fence, for $27,370. The final contract was awarded to J. C. Walsh, Inc., Madison, for the construction of the west approach as well as for landscaping under the bridge on the east bank, the amount being $9,970.16.

Copyright © 2022 Newspapers.com. All Rights Reserved.

Powered by Newspapers.com

Steel Expansion And Contraction Engineering Phase

Three Degrees Variance In Temperature Alters Length Of Spans

Expansion and contraction play a prominent part in the new $1,500,000 Mississippi river high bridge, for influences of the weather on the various types of materials used had to be carefully determined by Wisconsin highway commission engineers in order to build a perfect structure.

Each of the spans in the bridge had to be treated separately insofar as expansion and contraction were concerned, for the length of the units is important in calculating expansion when the weather is warm and contraction when it is cold.

Explain Weather Effect

Take for example the 475-foot main channel span, which is the longest of those in the structure. The engineers determined that it would expand or contract one-eighth of an inch with every three degrees variance in the temperature from 60 degrees Fahrenheit, which was used as the normal temperature.

That means just this, if the temperature is 93 degrees, the 475-foot span will expand just 1⅜ inches, and if it drops to zero, the materials will contract 2½ inches.

On each pier there is an expansion joint to separate the spans. The concrete floor is not solid from one end of the bridge to the other, nor is the steel work. Instead the steel and concrete extend merely from pier to pier, with a small gap between. In the floor, this gap is eliminated by a steel plate, which slides back and forth as the structure expands or contracts. To reduce the jar to automobiles and other vehicles, the space between the sliding plates was filled with asphalt.

Has "Finger Castings"

In the floor over piers 6 and 9 there are what engineers call "finger castings" imbedded in the concrete across the entire bridge floor. These are merely long, thick pieces of cast steel, one in each span meeting on the pier. On one side of the steel are jogs or "fingers," which fit into similar jogs or "fingers" in the steel in the concrete floor of the next span. These, too, move back and forth as the bridge contracts or expands, and there likewise is no jarring noticed by motorists as they drive across these "finger castings."

Also figuring in the expansion are rockers on the piers, on which the weight of the steel is concentrated. On one end of the span, the steel is anchored in a fixed position to the pier, while the other end rests on the rockers. As the span expands or contracts, the rockers move back and forth.

GENOA

Genoa, Wis. —(Special)— Axel Bergmen, who is working in Davenport, Ia., was home to spend the week-end with his family. Mr. and Mrs. Edward Betton, from La Crosse, spent Sunday with Matt Monti and family.

Sunday visitors here included Mr. and Mrs. George Laylan and daughter from La Crosse at the home of Louis Laylan; Mr. and Mrs. Jim Devine and son from La Crosse, at the home of Mrs. Carrie Devine.

Fireworks And Venetian Night Features Close Of Celebration

One of the oustanding entertainment features of the Saturday bridge dedication program will be a full hour of fireworks and a Venetian night array.

Both the Venetian night and fireworks will be on the Mississippi river so that thousands in Riverside and Pettibone parks will have an opportunity to view it.

The boats participating in the Venetian night display will be illuminated by countless Japanese lanterns, and will be towed in their picturesque course by a number of launches.

The Venetian night boats are to leave the lower Pettibone Island about 8:30 p. m., being towed upstream past the two parks to a point near the Mississippi river railroad bridge and return.

Accompanying the water show will be the firing of innumerable aerial displays, the equipment for which will be set up along the water's edge in Pettibone park, according to the committee's arrangements.

Throughout the day, too, beginning at 9 a. m., there will be aerial bombs fired at 10-minute intervals, with a salvo of 12 bombs to be fired at the minute the ribbons are cut to formally open the new bridge to traffic.

The fireworks in connection with the Venetian night will be most elaborate, consisting of 400 shells and 2 bombs. One thousand Japanese lanterns have been secured for the boats in the water parade.

READSTOWN

Readstown, Wis. (Special) — Johan Larson has been confined to the Richland Center hospital with injuries received from a fall from a silo on the John Turner farm while assisting in fillin his silo.

Visitors out-of-town over the week-end and Sunday were Mr. and Mrs. Henry Natwick and children, Gays Mills at Edwin Larsons; Mr. and Mrs. Austin Crook and children, La Crosse at Mrs. Tille Crooks; Miss Tena Callahan, Rochester, Minn., at Mr. and Mrs. Leo Callahans; Mr. and Mrs. Harvey Briggs and Bert Sartwell, La Crosse at Earl Strahls; Mr. and Mrs. Oscar Berry, Kickapoo Center, at Henry Maibens; Russel Larson, Lake Geneva at Arne Larsons, Earl Carver, Janesville at his home here; Mr. and Mrs. Jessie Hill and children, Soldiers Grove at Mrs. Rosa Rossons.

Those from here away were Mr. and Mrs. Earl Strahl at Layton Adams at North Clayton; Mr. and Mrs. Royden Applebee at Orville Holcombs on Day Creek Ridge Mrs. Charles Strahl at Mr. and Mrs. William McCabes, Madison; Arden Coher, Chicago, Mr. and Mrs. Amel Oppreicht at Frank Jameson's at at Gays Mills.

Jack Marsh went to Chicago Wednesday to visit friends. Mrs. Sam Asperheim will entertain the Methodist Ladies Aid society at her home Sept. 27 in the afternoon.

The Readstown Firemen have set the dates Sept. 29 and 30 for their carnival in the Readstown City park with concession of all kinds, band music, dances both evenings with good music.

Japanese whaling ships obtained 483,660 barrels of whale oil in the Antarctic last season, as compared with only 12,945 barrels in the 1934-35 season.

WE CARD Wool and Cotton into Comforter Batts.
Wool . . . . 25c lb.
Cotton . . . 20c lb.
TILLMAN BROTHERS
LA CROSSE, WIS.

LAST 3 DAYS
WARDS ANNUAL FALL
Hardware Sale

Reg. 5c 10-in. Hack Saw Blades . . . . . 3 for 10c
Reg. 15c Hammer Handle, white hickory 6c
Reg. 29c 6-ft. Steel Tape, automatic recoil 19c
Reg. 10c Friction Tape, 4-oz. roll 7c
Reg. 98c Parts Cabinet, 4 removable drawers . 77c
Reg. 3c Mouse Traps . . . . . 4 for 5c
Reg. 10c 6-in. Pliers, Drop-forged steel 8c
Reg. 79c Mail Box, standard size 57c
Reg. 4½c per lb. Nails, 50* customer limit .lb. 3c
Reg. 49c Lock Sets, brass or antique copper . . . 38c
Reg. 10c Duplex Receptacle, brown bakelite . . . 7c
Reg. 10c Toggle Switch, brown bakelite 7c
Reg. 8c Switch Plate, brown bakelite 4c
Reg. 8c Receptacle Plate, brown bakelite 4c
Reg. 49c Wire Lawn Rake, spring steel 24c
Reg. 5.45 ¼ H.P. Motor, guaranteed 2 yrs. 488
Reg. 12c Screwdriver, 6-in. steel blade 7c
Reg. 50c 8-in. Adjustable Wrench 37c
Reg. 12c 8-in. File, single cut 8c
Reg. 85c Hand Saw, 26-in. by 8-pt. 68c
Reg. 79c Ratchet Brace, 10-in. sweep 58c
Reg. 29c Hack Saw Frame, pistol grip handle . 19c
Reg. 59c 10-in. Pipe Wrench 44c
Reg. 69c #14 Black R.C. Wire 100 ft. 48c
Reg. 1.69 Size #8 Weatherproof Wire 100 ft. . . . 138
Reg. 25c Ironing Cord Set, 8' of #18 wire 17c
Reg. 1.25 Axe, 3½ lb., single bit 77c
Reg. 1.05 Kitchen Light, snow-white finish 68c
Reg. 1.29 Ceiling Light, 2-light 77c
Reg. 1.19 Bath Bracket, glazed porcelain 77c
Reg. 29c Hammer, tempered carbon steel 23c
7-in. Tin Snips, drop-forged tempered steel . . . 98c
Padlock, rust-proof and file-proof 49c
Tool Box, 26-ga. steel, 15-in. long 100
Reg. 10c Weather Strip, ⅝" width, 20' lengths . 7c
Reg. 35c Sash Cord, 50-ft. length 19c

WARDS GREATEST
BROADLOOM SALE!
All prices cut 10%
50 PATTERNS—COLORS—CUT TO ANY ROOM SIZE!

New Figured Patterns! Made to 3.25 Standard!
2.69 Sq. Yd.
In 27 in., 9 and 12 ft. widths.
Buy a beautiful new broadloom for your floor now at Wards sensationally reduced prices! Colors and patterns to blend with the furnishings you have! A 9x12 size costs only $32.28! You get long-wearing Axminster weave in 8 colorful patterns!

Choice of Solid Colors! 3.75 Anywhere Else!
3.19 Sq. Yd.
Choose from 9 Tru-Tone Colors!
Save dollars on the identical, solid color broadloom chosen by decorators for its simple, rich warmth in any room! NINE colors dyed into *white* virgin wool to give you Tru-Tone! Deep pile of heavy, 3-ply yarn! 27, 36 in. and 9 and 12 ft. widths!

FRIEZÉ BROADLOOM
4.49
Priced to save you $1 a yard! *Frieze Broadloom*—popular, practical, beautiful floor covering! Measure your floors now—choose from 9 colors and five widths! The luxuriously high pile is woven 8⅓ rows to the inch!
27 and 36 in., 9 and 12 ft. widths!

BIG NEWS FOR BABY
Save up to 30% in Wards Semi-Annual Sale for Infants and Tots!
44c SALE!

Sale! Girls' 59c Dresses — New tubfast plaids, checks. Many with panties. Sizes 1-6. 44c
Sale! 59c Sleepers — Heavy rib-knit cotton. Elastic drop seats. Double soled foot. 44c
Sale! Boys' 59c Wash Suits — Washable, long-wearing cottons with button-or pants. 2-6. 44c
Sale! 59c Toddler Suits — Piques, poplins! Many with white blouses; dark panties. 1-3. 44c
Sale! 59c Baby Shoes — Non-slip soles; white elk-finish leather. Strong counters. 1-4. 44c
Sale! 49c Diapers . . . 6 for — 27x27 soft absorbent cotton birdseye or flannelette. 44c

Infants' Gown or Wrapper 25c — Warm, full-cut open-front cotton flannel wrapper. Warm, open-front-or-back flannel gowns.
Infants' Sweater Coats 79c — Nothing like a "button-on" to prevent colds or tantrums! All wool! Hand embroidered!
Infants' Cotton Vests 25c — Elastic ribbed knits that hug little chests smoothly and warmly. Long sleeves.
Sale! 15c Rubber Pants 2 for 25c — Dressier, rayon covered gum rubber with ventilated sides. Elastic waist and leg openings.
Full 36x50! Wards 79c Blanket 55c — Warm, stay-fluffy, imported cotton. Wide 3" rayon satin ends; stitched sides. Pink, blue.
Wards Long Hose 15c — Soft, lustrous, mercerized cottons that hold their shape. Reinforced. White 4-6½.
Sale! 10c Training Pants 7c — Extra absorbent (double crotch) Extra comfy (elastic waist band) Combed cotton.
Double Rolled Top Anklets 10c — Knit to fit! Rayon plaited cotton for comfort. Reinforced toes and heels. 4 pretty pastels.

Complete Individual PERMANENTS
Styled for you. Lovely new hairdoes that will go smartly with the new fashion trends.
2.95 UP
Wards Beauty Shop
Open Saturday Evening. Phone 1011.

NATURALLY ENDOWED WITH Fine QUALITY
90 PROOF fine BRANDIES
Madera WINERIES and DISTILLERIES K. ARAKELIAN, Inc.
Distributed by SPENCE-McCORD DRUG CO.

Be Ready to "BRING 'EM DOWN"!
Buy Montgomery Wards
RED HEAD SHELLS
None Finer Made!
70c
Box of 25 12-gauge Drop Shot
You can't buy finer, more dependable shells! Only the very finest Dupont or Hercules powder is used! Full, even patterns, uniform velocity. Why pay more elsewhere, when you can't buy better shells regardless of price?
Red Head Long Range box of 25, 12-ga. 1.05

Brush Brown Army Duck
Hunting Coat
Compare $7 Coats 3.89
Has new Storm Lapel, patented Storm Collar, Pivot Sleeves! Rhino Cloth Hunting Coat . . 5.95
Reversible Red-Lined Hunting Cap 55c
Reversible red and brown crown; outside of water-repellent brown duck. Ear flaps!
Rubber Sporting Hip Boots pair 4.98
All seams lapped-reinforced and vulcanized for strength! Finest olive drab rubber.

MONTGOMERY WARD
CATALOG ORDER SERVICE brings you 100,000 different items!
Buy now . . . pay later by using Wards MONTHLY PAYMENT PLAN!

Priced at a Record Low!
VELVET SOFA BED
• Cogswell Style!
• Bedding Space!
• $45 Quality!
34.88 $5 A MONTH
Down Payment, Carrying Charge
Wards *low* September Sale price is real *economy news!* This easy-opening sofa bed usually sells elsewhere for $10 *more!* Beautiful Cogswell styled arms with carved wood knuckles! *Soft* pillow back! *Deep* bedding space!
Sofa Bed, Matching Chair and Ottoman 59.88

Vacuum and Hand Cleaner
Combination Offer
27.95
Both for less than you'd expect to pay for the big one alone! Big cleaner has beating, sweeping, suction action! Adjustable nozzle!
$5 A MONTH, Down Payment, Carrying Charge

MONTGOMERY WARD

Rayon Remnants
Values to 45c yard.
17c yard
Rayon parme satin, rayon taffeta, rayon twill satin, rayon French crepe. One to 10-yard lengths.

GREATER Value Than Ever!
Men's Dress Trousers
Regular Price $1.98
1.67
Sturdy, serviceable fabrics! Careful tailoring! Generous, full-cut comfort! And a price that will save you money! New Fall patterns in men's and young men's models.
$2.98 reduced to $2.47

MONTGOMERY WARD
Catalog Order Service saves you money on thousands of other items! Use Wards Monthly Payment Plan on any purchases of $10 or more!
112-114 FIFTH AVENUE SOUTH PHONE 1204

Newspapers.com by Ancestry
https://www.newspapers.com/image/511178708

Downloaded on Jun 10, 2022

Steel Expansion And Contraction Engineering Phase

Three Degrees Variance In Temperature Alters Length Of Spans

Expansion and contraction play a prominent part in the new $1,-[illegible]000 Mississippi river high bridge, for influences of the weather on the various types of materials used had to be carefully determined by Wisconsin highway commission engineers in order to build a perfect structure.

Each of the spans in the bridge had to be constructed separately insofar as expansion and contraction were concerned, for the length of the spans is important in calculating expansion when the weather is warm and contraction when it is cold.

Explain Weather Effect

Take for example the 475-foot main channel span, which is the longest of those in the structure. The engineers determined that it would expand or contract three-quarters of an inch for every degree variance in the temperature from 60 degrees Fahrenheit, which was used as the normal temperature.

That means just this, if the temperature is 83 degrees, the 475-foot span will expand just 1⅝ inches, and if it drops to zero, the materials will contract 2½ inches.

On each pier there is an expansion joint, which is a steel plate. The concrete floor is not solid from one end of the bridge to the other, nor is the steel work. Instead the steel and concrete extend merely from pier to pier, with a small gap between. In the floor, this gap is eliminated by a steel plate, which slides back and forth as the structure expands or contracts. To reduce the jar to automobiles and other vehicles, the space between the sliding plates was filled with asphalt.

Has "Finger Castings"

In the floor over piers 6 and 9 there are what engineers call "finger castings" imbedded in the concrete across the entire bridge floor. These are merely long, thick pieces of cast steel, one in each span meeting on the pier. On one side of the steel are jogs or "fingers," which fit into similar jogs on the other side of the adjoining concrete floor of the next span. These, too, move back and forth as the bridge contracts or expands, and there likewise is no jarring noticed by motorists as they drive across these "finger castings."

Also figuring in the expansion are rockers on the piers, on which the weight of the steel is concentrated. At pier 6 the end of the steel is anchored in a fixed position to the pier, while the other end rests on the rockers. As the span expands or contracts, the rockers move back and forth.

GENOA

Genoa, Wis. —(Special)— Axel Bergnere, who is working in Davenport, Ia., was home to spend the week-end with his family. Mr. and Mrs. Edward Betton, from La Crosse, spent Sunday with Matt Pooll and family.

Sunday visitors here included Mr. and Mrs. George Laylan and daughter, Ruth, at the home of Louis Laylan; Mr. and Mrs. Jim Devine and son from La Crosse, at the home of Mrs. Carrie Devine.

Fireworks And Venetian Night Features Close Of Celebration

One of the outstanding entertainment features of the Saturday bridge dedication program will be a full hour of fireworks and a Venetian night array.

Both the Venetian night and fireworks will be on the Mississippi river so that thousands in Riverside and Pettibone parks will have an opportunity to view it.

The boats participating in the Venetian night display will be illuminated by countless Japanese lanterns, and will be towed in their picturesque course by a number of launches.

The Venetian night boats are to leave the lower Pettibone Island about 8:30 p. m., being towed upstream past the two parks to a point near the Mississippi river railroad bridge and return.

Accompanying the water show will be the firing of innumerable aerial displays, the equipment for which will be set up along the water's edge in Pettibone park, according to the committee's arrangements.

Throughout the day, too, beginning at 9 a. m., there will be aerial bombs fired at 10-minute intervals, with a salvo of 12 bombs to be fired at the minute the ribbons are cut to formally open the new bridge at 2 p. m.

The fireworks in connection with the Venetian night will be most elaborate, consisting of 400 shells and 2 bombs. One thousand Japanese lanterns have been secured for the boats in the water parade.

READSTOWN

Readstown, Wis. (Special) — Johan Larson has been confined to the Richland Center hospital with injuries received from a fall from a silo on the John Turner farm while assisting in fillin his silo.

Visitors out-of-town over the week-end and Sunday were Mr. and Mrs. Henry Natwick and children, Gays Mills; at Edwin Larsons; Mr. and Mrs. Austin Crook and children, La Crosse; at Mrs. Tille Crooker; Miss Tena Callahan, Rochester, Minn., at Mr. and Mrs. Leo Callahans; Mrs. Ed Sarvelle, Gays Mills, at Mrs. Earl Sarvelle; Mr. and Mrs. Earl Strahl; Mr. and Mrs. Oscar Berry, Kickapoo Center, at Henry Malhern; Russel Larson, Lake Geneva at Arne Larsons, Earl Carver, Janesville at his home here; Mr. and Mrs. Jessie Hill and children, Soldiers Grove at Mrs. Rosa Ronsons.

Those from here away were Mr. and Mrs. Earl Strahl at Layton Adams at North Clayton; Mr. and Mrs. Royden Appleton at Orville Holcombe on Big Creek; Miss Mrs. William Mead at Madison; Mr. and Mrs. Ed McCabe, Madison; Arden Cohen, Chicago, Mr. and Mrs. Ansel Oppreicht at Frank Jameson's at Gays Mills.

Jack Marsh went to Chicago Wednesday to visit friends. Mrs. Sash Asperheim will entertain the McIndoit Ladies Aid society at her home Sept. 27 in the afternoon.

The Readstown Firemen have set the dates Sept. 29 and 30 for their carnival in the Readstown City park with concession of all kinds, band music, dances both evenings with good music.

Japanese whaling ships obtained 463,600 barrels of whale oil in the Antarctic last season, as compared with only 12,940 barrels in the 1934-35 season.

WE CARD Wool and Cotton into Comforter Batts.
Wool . . . . 25c lb.
Cotton . . . . 20c lb.
TILLMAN BROTHERS
LA CROSSE, WIS.

LAST 3 DAYS
WARDS ANNUAL FALL
Hardware Sale

Reg. 5c 10-in. Hack Saw Blades ..... 3 for 10c
Reg. 15c Hammer Handle, white hickory 6c
Reg. 29c 6-ft. Steel Tape, automatic recoil 19c
Reg. 10c Friction Tape, 4-oz. roll 7c
Reg. 98c Parts Cabinet, 4 removable drawers .. 77c
Reg. 3c Mouse Traps ..... 4 for 5c
Reg. 10c 6-in. Pliers, Drop-forged steel 8c
Reg. 79c Mail Box, standard size 57c
Reg. 4½c per lb. Nails, 50 c customer limit .lb. 3c
Reg. 49c Lock Sets, brass or antique copper ... 38c
Reg. 10c Duplex Receptacle, brown bakelite ... 7c
Reg. 10c Toggle Switch, brown bakelite 7c
Reg. 8c Switch Plate, brown bakelite 4c
Reg. 8c Receptacle Plate, brown bakelite 4c
Reg. 49c Wire Lawn Rake, spring steel 24c
Reg. 5.45 ½ HP. Motor, guaranteed 2 yrs. 48
Reg. 12c Screwdriver, 6-in. steel blade 7c
Reg. 50c 8-in. Adjustable Wrench 37c
Reg. 12c 8-in. File, single cut 8c
Reg. 85c Hand Saw, 26-in. by 8-pt. 68c
Reg. 29c Ratchet Brace, 10-in. sweep 58c
Reg. 29c Hack Saw Frame, pistol grip handle . 19c
Reg. 59c 10-in. Pipe Wrench 44c
Reg. 69c x 14 Black R.C. Wire 100 ft. 48c
Reg. 1.69 Size x 8 Weatherproof Wire 100 ft. ... 138
Reg. 25c Ironing Cord Set, 8' of x 18 wire 17c
Reg. 1.25 Axe, 3½ lbs., single bit 77c
Reg. 1.05 Kitchen Light, snow-white finish 68c
Reg. 1.29 Ceiling Light, 2-light 77c
Reg. 1.19 Bath Bracket, glazed porcelain 77c
Reg. 29c Hammer, tempered carbon steel 23c
7-in. Tin Snips, drop-forged tempered steel ... 98c
Padlock, rust-proof and file-proof 49c
Tool Box, 26-ga. steel, 15-in. long 100
Reg. 10c Weather Strip, ⅝" width, 20' lengths . 7c
Reg. 35c Sash Cord, 50-ft. length 19c

Be Ready to "BRING 'EM DOWN"!
Buy Montgomery Wards
RED HEAD SHELLS

None Finer Made!
70c
Box of 25 12-gauge Drop Shot
You can't buy finer, more dependable shells! Only the very finest Dupont or Hercules powder is used! Full, even patterns, uniform velocity. Why pay more elsewhere, when you can't buy better shells regardless of price?
Red Head Long Range box of 25, 12-ga. 105

Brush Brown Army Duck
Hunting Coat
Compare $7 Coats 3.89
Has new Storm Lapel, patented Storm Collar, Pivot Sleeves! Rhino Cloth Hunting Coat .. 5.95

Reversible Red-Lined Hunting Cap
55c
Reversible red and brown crown; outside of water-repellent brown duck. Ear flaps!

Rubber Sporting Hip Boots
pair 4.98
All seams lapped-reinforced and vulcanized for strength! Finest olive drab rubber.

MONTGOMERY WARD
CATALOG ORDER SERVICE brings you 100,000 different items!
Buy now . . . pay later by using Wards MONTHLY PAYMENT PLAN!

WARDS GREATEST
BROADLOOM SALE!
All prices cut 10%
50 PATTERNS—COLORS—
CUT TO ANY ROOM SIZE!

New Figured Patterns! Made to $3.25 Standard!
In 27 in., 9 and 12 ft. widths.
2.69 Sq. Yd.
Buy a beautiful new broadloom for your floor now at Wards sensationally reduced prices! Colors and patterns to blend with the furnishings you have! A 9x12 size costs only $32.28! You get long-wearing Axminster weave in 8 colorful patterns!

Choice of Solid Colors! 3.75 Anywhere Else!
Choose from 9 Tru-Tone Colors!
3.19 Sq. Yd.
Save dollars on the identical, solid color broadloom chosen by decorators for its simple, rich warmth in any room! NINE colors dyed into white virgin wool to give you Tru-Tone! Deep pile of heavy, 3-ply yarn! 27, 36 in. and 9 and 12 ft. widths!

FRIEZÉ BROADLOOM
Priced to save you $1 a yard! Friezé Broadloom—popular, practical, beautiful floor covering! Measure your floors now—choose from 9 colors and five widths! The luxuriously high pile is woven 8½ rows to the inch!
4.49
27 and 36 in., 9 and 12 ft. widths!

Priced at a Record Low!
VELVET SOFA BED
• Cogswell Style!
• Bedding Space!
• $45 Quality!
34.88 $5 A MONTH
Down Payment, Carrying Charge
Wards low September Sale price is real economy news! This easy-opening sofa bed usually sells elsewhere for $10 more! Beautiful Cogswell styled arms with carved wood knuckles! Soft pillow back! Deep bedding space!
Sofa Bed, Matching Chair and Ottoman . . . : 59.88

Vacuum and Hand Cleaner
Combination Offer
27.95
Both for less than you'd expect to pay for the big one alone! Big cleaner has beating, sweeping, suction action! Adjustable nozzle!
$2 A MONTH, Down Payment, Carrying Charge

MONTGOMERY WARD

BIG NEWS FOR BABY
Save up to 30%
in Wards Semi-Annual Sale for Infants and Tots!

44c SALE!
Sale! Girls' 59c Dresses New tubfast plaids, checks. Many with panties. Sizes 1-6. 44c
Sale! 59c Sleepers Heavy rib-knit cotton. Elastic drop seats. Double soled foot. 44c
Sale! Boys' 59c Wash Suits Washable, long-wearing cottons with button-on pants. 2-6. 44c
Sale! 59c Toddler Suits Piques, poplins! Many with white bloomers; dark panties. 1-3. 44c
Sale! 59c Baby Shoes Non-slip soles; white elk-finish leather. Strong counters. 1-4. 44c
Sale! 49c Diapers . . . 6 for 27x27 soft absorbent cotton birdseye or flannelette. 44c

Infants' Gown or Wrapper 25c
Warm, full-cut open-front cotton flannel wrapper. Warm, open-front-or-back flannel gowns.

Infants' Sweater Coats 79c
Nothing like a "button-on" to prevent colds or tantrums! All wool! Hand embroidered!

Infants' Cotton Vests 25c
Elastic ribbed knits that hug little chests smoothly and warmly. Long sleeves.

Sale! 15c Rubber Pants 2 for 25c
Dressier, rayon covered gum rubber with ventilated sides. Elastic waist and leg openings.

Full 36x50 Wards 79c Blanket 55c
Warm, easy-fluffy, imported cotton. Wide 2" rayon satin ends; stitched sides. Pink, blue.

Wards Long Hose 15c
Soft, lustrous, mercerized cottons that hold their shape. Reinforced. White 4-6½.

Sale! 10c Training Pants 7c
Extra absorbent (double crotch) Extra comfy (elastic waist band) Combed cotton.

Double Rolled Top Anklets 10c
Knit to fit! Rayon plaited cotton for comfort. Reinforced toes and heels. 4 pretty pastels.

Complete Individual PERMANENTS

Styled for you. Lovely new hairdos that will go smartly with the new fashion trends.
2.95 UP
Wards Beauty Shop
Open Saturday Evening. Phone 1011.

Rayon Remnants
Values to 45c yard.
17c yard
Rayon parme satin, rayon taffeta, rayon twill satin, rayon French crepe. One to 10-yard lengths.

GREATER Value Than Ever!
Men's Dress Trousers
Regular Price $1.98 1.67
Sturdy, serviceable fabrics! Careful tailoring! Generous, full-cut comfort! And a price that will save you money! Wards buying power! Wards low cost living make it possible.
$2.98 reduced to $2.47

MONTGOMERY WARD
Catalog Order Service saves you money on thousands of other items! Use Wards Monthly Payment Plan on any purchase of $10 or more!
112-114 SIXTH AVENUE SOUTH PHONE 1204

Copyright © 2022 Newspapers.com. All Rights Reserved.
Powered by Newspapers.com

Move For New Bridge Began Quickly After Tragedy

Committee On Job In 12 Hours After Span Fell

Citizens Summoned To Meet Made An Appeal To State And Nation

Within 12 hours after the westernmost span of the old Mississippi river bridge fell into the water with a loss of two lives early the morning of Aug. 9, 1935, a citizens' committee began its activity to interest the federal and state governments in the construction of a new, modern structure.

The committee, which was composed of representative citizens selected on the "basis of community interest and ability to express that interest," went into session at 1 p. m. on Aug. 9, being summoned by telegrams sent out by Arthur W. Fagerstrom, then secretary of the Chamber of Commerce.

"Important Meeting"

"The most important meeting held in many years affecting La Crosse's community life is called for 1 o'clock this afternoon in the Willow room of the Stoddard hotel," the telegram read. "An emergency has arisen in connection with the Mississippi river bridge disaster last night. Please attend and be prepared to contribute your best thought to the discussion of this important problem affecting La Crosse and western Wisconsin."

That committee, in turn, sent a telegram to Governor Philip F. La Follette, stating, "Mississippi river bridge at La Crosse on U. S. highway 16 collapsed this morning at 2:30 a. m., precipitating car and four occupants into Mississippi. Two drowned; two seriously injured. Immediate investigation survey and relief with state and federal aid necessary. Please act at once."

This committee included F. A. Grover, F. H. Burgess, F. W. Sisson, John C. Burns, Frank E. Withrow, W. W. Rickman, L. J. Brody, George H. Gordon, John J. Esch, Thomas Sletten, Carl F. Michel, Harry Dahl, Reuben N. Trane, R. L. Bangsberg, and John M. Holley.

On Aug. 12, assistance of Governor Floyd Olson of Minnesota, Governor Clyde Herring of Iowa, Governor La Follette, U. S. Senators Henrik Shipstead, F. Ryan Duffy and Robert M. La Follette, Jr., Congressmen Gardner R. Withrow, Harry Sauthoff and Merlin Hull, and Adjutant General Ralph M. Immell was sought.

Mass Meeting Called

Numerous meetings were held during the next few weeks, and on Aug. 29 the records show that present at a meeting at which plans were made for a session open to the public, the following were present: F. H. Burgess, F. W. Sisson, F. A. Grover, A. W. Fagerstrom, F. E. Withrow, R. L. Bangsberg, John Felton, Wenzel Dvorak, Edward Newburg, John Holley, Frank Davy, Jesse E. Higbee, Herman Tillman, J. J. Felber, Art Swan, P. J. Yerly, Congressman Gardner Withrow, Reuben Trane, Walter S. Small, J. C. Burns, and Mayor C. A. Boerner.

At the public meeting, held Sept. 19, General Ralph M. Immell, then state Public Works administrator, outlined methods of procedure to secure federal and state funds for the bridge project.

An executive committee was selected about the same time, with Frank Sisson being named chairman. Other members of that first executive group, according to the minutes of the committee, included F. H. Burgess, Mayor C. A. Boerner, Albert C. Wolfe, John C. Burns, Frank E. Withrow, L. J. Brody, C. F. Michel, and R. N. Trane. Later, this executive group was changed somewhat, the membership including F. W. Sisson, R. L. Bangsberg, Mayor C. A. Boerner, A. C. Wolfe, John C. Burns, F. E. Withrow, L. J. Brody, Carl F. Michel, Joseph H. Schubert, Alfred W. Rice, Frank Davy, and R. W. Davis, chairman of the county board. Still later, Paul Hartwig became a committee member.

Other Committee Members

Members of the general committee, which elected the executive group, as of Sept. 19, 1935, according to the records, included: Judge R. V. Ahlstrom, R. L. Bangsberg, John Barth, Henry Boehm, Jr., R. C. Bice, William Bonadurer, T. H. Brindley, H. H. Burford, Matt Cameron, C. L. V. Craft, R. H. Davis, F. J. Davy, Mrs. F. A. Douglas, Joseph G. Dubraks, John Elliott, Edwin Erickson, J. J. Esch, A. W. Fagerstrom, R. A. Farnam, J. J. Felber, Ben Fox, William Freise, Albert P. Funk, Robert Gillette, George H. Gordon, D. W. Gray, F. A. Grover, Q. H. Hale, John Haraldson, Jesse E. Higbee, W. C. Hinterman, William Hoeschler, John M. Holley, H. H. Keating, Phil Kirch, Otto Lieder, L. H. Martin, C. F. Michel, J. Harry Miller, Al Miller, John Mulder, Edward Newburg, Harry Newburg, N. Nustad, Archie Olberg, William Orton, George Philips, A. A. Phillipson, Alfred W. Rice, W. W. Rickman, W. P. Roellig, M. Rosenstein, Myron Savage, L. W. Silberschmidt, Thomas Sletten, W. S. Small, Fred Steele, A. W. Swan, Herman Tausche, John Tietz, Herman Tillman, R. N. Trane, J. J. Verchota, A. E. Webber, S. V. Willson, H. L. Woods, P. J. Yerly, Ludwig Kroner, J. F. Greer, J. G. Hahn, Harry Taggart, Robert Whelpley, L. F. Robinson, Earl Schultz, Charles Schweizer, J. N. Dribben, and F. Grenisen.

The executive committee continued to function through the intervening years, making several trips to Madison to interview state officials and one trip to Washington, D. C., to advance the cause of the bridge project.

Last May 5, the executive committee voted to set itself up as a dedication group, with Frank Sisson as chairman and Alfred W. Rice as secretary. Numerous subcommittee chairmen were appointed to handle various phases of the celebration.

Proud Of Old Bridge

Taken a short time after the old draw bridge was opened to traffic in 1891, the above picture shows Matt Stark, engineer on the bridge, in the white shirt, and Fred Schnell, member of the board of public works. The identity of the bystander at the left is not known.

FERRYVILLE

Ferryville, Wis. —(Special)— The James Johnston family are enjoying a visit with relatives from Illinois.

Mrs. Bert Oliver has returned home after spending a week with relatives in Illinois. Mr. and Mrs. Ervin Thompson and Maurice Rutter left Sunday morning for South Dakota where Mrs. Thompson will receive medical attention.

Doris Torgeson of Victory visited friends and relatives here Monday. John Gilbertson of Prairie du Chien was a caller here Tuesday. Mary Ellen Schoville is employed at the G. C. Lucey home. Mr. and Mrs. Gayheart Emerson and children were callers in Prairie du Chien Tuesday.

The first regular meeting of the Ferryville P. T. A. will be held the first week in October on Friday evening. The teachers are serving as the first program committee. The serving committee is Mrs. James Johnston, chairman, assisted by Mmes. John Nickleson, Irving Thompson, Jack Hackett and Robert Meili.

S. D. Official Ousted By Gov. Bushfield

Pierre, S. D. —(AP)— J. W. Beckwith, Aberdeen, secretary of the state unemployment compensation commission has been removed by Governor Harlan Bushfield on charges including excessive drinking and disrupting an office force by playful tactics with an airgun.

The governor said he found that Beckwith's "resultant hangovers" had disrupted service in the office, and affected his own efficiency.

MARINE RECRUITING OFFICES REOPENED

Minneapolis —(AP)— After being closed for 10 years, United States marine corps recruiting offices were reopened Wednesday in Minneapolis. Lieut. Col. Dudley S. Brown was sent to take charge of the recruiting work for Minnesota, North and South Dakota and Wisconsin.

Huge Bridge Piers Under Bed Of River

Like an iceberg, the "business end" of the La Crosse bridge is hidden from view by the water.

For, under the bridge are huge piers which go down many feet under the river bed to form a firm support for the superstructure.

Largest of these piers, No. 8, cost $76,000. It measures 100 feet from the bridge seat to the bottom of the footing, and includes 2,674 cubic yards of concrete masonry, 95,880 pounds of reinforcing steel and 14,080 feet of timber piling.

Excavation for the pier totalled 1,750 cubic yards, while 352 separate timber piles were driven into the river bed with a submarine hammer in conjunction with a jet before the concrete seal was poured. The overall size of the footing is 85½ by 30½ feet.

Construction of these piers was one of the most dangerous phases of the work, for men had to work in cofferdams. These cofferdams were required to withstand tremendous pressure. At piers seven and eight work was carried on under approximately a 40-foot head of water.

Erecting and painting of steel on the superstructure also were hazardous. Consequently, these three types of work on the new bridge received the highest pay scales.

Read Tribune Want Ads.

WE CARD Wool and Cotton into Comforter Batts.
Wool . . . . 25c lb.
Cotton . . . 20c lb.
TILLMAN BROTHERS
LA CROSSE, WIS.

Old Toll Bridge Completed In 1891 Replaced Established Ferry Service

In 1899, the city of La Crosse laid the groundwork for the construction of a toll wagon bridge and highway from La Crosse to La Crescent, Minn., to replace ferry service that had existed for a number of years.

This project was completed and dedicated on July 4, 1891, being opened officially to traffic at that time.

The structure involved 1,080 feet of steel trusses having an 18-foot roadway and two sidewalks. The main channel spans consisted of four trusses, the main one being a 444-foot swing span, said to be the longest swing span in the United States.

Cite Old Tolls

Records indicate that tolls set up for using the structure were as follows:

Single and double team with driver and lady, 25 cents, for one-way or round trip. Each passenger in excess of driver and lady, five cents.

For horse and rider, 15 cents.

For sheep and hogs on foot, each five cents.

For cattle and horses, each 10 cents.

You will note no charge for motor vehicles.

Beginning in 1911, there started a move to remove the tolls and also to move the state line between Wisconsin and Minnesota from the center of the main channel over to the center of the West channel, thereby placing what is now known as Pettibone Island in Wisconsin.

A public park had been created on Barron's Island, the name previously given to Pettibone Island, and La Crosse desired to have police powers there so as to abate nuisances that existed on that side of the river.

A similar condition also existed opposite Winona, so the legislatures of the two states and congress passed legislation adding certain lands opposite Winona to Minnesota and Barron's Island opposite La Crosse to Wisconsin. This legislation was approved on Sept. 18, 1918.

Taken By State

On Sept. 1, 1919, the city of La Crosse removed the tolls. With the fast increasing motor vehicle traffic, the bridge was called upon to carry greatly increased loads.

In 1930, the highway crossing was considered more than a purely local traffic one, and the state highway commission, under the authority of the statutes, took over the maintenance and operation of the structure.

GIVEN SENTENCE

Bemidji, Minn. —(AP)— Pleading guilty to criminal negligence in the operation of a motor vehicle which resulted in the death of Norman Evenson of Nymore, Allen Beaupre of White Earth was sentenced to the state reformatory for an indefinite term by District Judge D. H. Fullerton. Evenson was fatally injured while walking on a highway in Nymore last May.

The British Government is buying shirts in France at 26½ cents each.

DR. H. J. BRAYTON DIES

Syracuse, N. Y. —(AP)— Dr. Harry J. Brayton, nationally known authority on tuberculosis, died Wednesday after three months illness. He became ill with tuberculosis in 1908 and on his recovery studied the disease and became a specialist in its treatment.

COME to LA CROSSE Saturday!
and see our Beautiful Bridge
and when you wish to EAT COME to the
BODEGA Lunch
FOURTH and PEARL STREETS

BOERNER'S Walgreen System Drug Store
The Store That Appreciates Your Business
ABDOMINAL SUPPORTERS
TRUSSES to RELIEVE THAT RUPTURE
SURGICAL ELASTICS and SUPPORTERS
ALL CAREFULLY FITTED and GUARANTEED TO SATISFY
— SPECIALS —
5 lbs. EPSOM SALTS 19c
16 oz. PEROXIDE, U.S.P. 19c
250 A.B.D.G. CAPS $3.75
250 HALIVER OIL CAPS $2.30
60c FIRST AID KIT 39c
$1.55 HOT WATER BOTTLE 98c
$1.00 MILE'S NERVINE ..83c
60c ALKA SELTZER 49c
50c IPANA 39c
75c CASTORIA 59c
50c HIND'S LOTION 39c
100 BAYER ASPIRIN 59c
WILLARD'S TABLETS ..$5.00
PFUNDER'S TABLETS..$3.00
BOERNER'S PINK POWDERS for Pain 25c
PERFECTION CREAM. Soothes and protects the skin— 20c-35c-60c
PRUNALAX—Quick relief for constipation ..... 60c-$1.20
BULLET BEAM FLASHLITES complete 59c-98c

Crescent Jewelers
PAY THE HIGHEST PRICES FOR
OLD GOLD
Gold is 69% higher now than it was several years ago. Cash in on your old gold trinkets, out-of-date jewelry, watch cases, watch chains, dental bridgework, etc. Will buy them from you for a high sh price. The list below will give you an idea of how much we pay.
Light Rings ..... $1 to $5
Heavy Rings ..... $7 to $20
Light Watch Cases .. $7 to $20
Heavy Watch Cases $25 to $75
Heavy Watch Chains $25 to $50
Cigarette Cases ....$25 to $200
Mesh Bags .....$50 to $300
CASH FOR OLD GOLD
CRESCENT JEWELERS
429 MAIN ST.

New! 6 TUBE CORONADO
$1.00 DOWN 50¢ WEEK
Self-Contained Aerial!
R. C. A. Licensed
6 TUBES—AUTOMATIC TUNING
WALNUT FINISH PLASTIC CABINET
$13.95 CASH PRICE
$1.00 Down — 30c Per Week
Same With Ivory Finish Plastic Cabinet, Cash Price $14.95
$1.00 Down — 50c Per Week
GAMBLE'S BIG NEW A. C. RADIO BARGAIN!
You'll be astounded at the mighty value Gamble's offer at this price. You'll never know the sensational beauty and performance packed into this Coronado until you see it and hear it play. Not 5 tubes — BUT 6. These 6 are all working tubes—no ballast tube! Not ordinary tuning—BUT AUTOMATIC TUNING. Not an ordinary aerial connection—BUT A SELF-CONTAINED AERIAL. Not ordinary cabinet style — BUT A BEAUTIFUL MODERN PLASTIC CABINET. We believe that this radio is worth $19.95 or more. See it and hear it today at Gamble's and you'll agree!
GAMBLE STORES
THE FRIENDLY STORES OWNED BY EMPLOYEES

Gamble's FALL SALE
SECOND BIG WEEK SALE ENDS SEPT. 30th
DOUBLE YOUR MONEY BACK
MR. HUNTER!
Double Your Money Back if Gamble's Shells Are Not Equal to Any Shell You Have Ever Used, Load For Load
Shoot half a box of Gamble's shells. If you are not entirely satisfied that Gamble's shells, load for load, are equal to any you have ever used, we will refund double the purchase price of a full box of shells for the half box which you return.
• Guaranteed Long Range, Hard Hitting
• Guaranteed Low Price
"B" BATTERY VALUES!
ROYBLUE "B" BATTERY
380 Hour service guarantee based on operation of a 5 tube Coronado radio.
98¢
TIGER SUPER SERVICE 45-VOLT "B" BATTERY
580 Hour service guarantee based on operation of a 5 tube Coronado radio. Gives up to 50% more service than an ordinary "B" battery.
$1.29
SAVE ON MILK FILTER DISCS
6-inch Plain Faced. Per Carton of 100 Sale Price
15¢
LANTERN SPECIAL
Short Globe Type. 32 Oz. Capacity. Sale Price
$1.19
Lantern Globes.... 15¢
PRICES CUT ON GAS MANTLES
Rayon mantles for gasoline pressure lamps or lanterns.
Sale Price
6 FOR 29¢
MOUSE TRAPS
Special
2 FOR 5¢
RAT TRAPS
Each
10¢
Sensational HEATER SALE!
FULL 10-INCH SIZE OIL CIRCULATOR
Cash Price.. $37.50
$1.25 PER WEEK Payable Monthly
Limited quantities available at this price.
HEATS 5-ROOM HOUSE
At this price Gamble's offer this large 10-inch oil circulating heater with 6500 cubic feet capacity capable of heating the average 5-room house.
Has constant level fuel valve, Breese pot type burner, leg levelers, built-in humidifier and many other fine Coronado features.
Time payment plan includes fire, flood and tornado insurance
CORONADO DRAIN TUBS FREE of charge
WITH EITHER OF THESE TWO CORONADO WASHERS
CORONADO ELECTRIC WASHER
Model G49W
Gleaming White Porcelain Enamel Tub. Famous Lovell balloon type wringer. Large family size with 32 gallon bowl type tub. Sale Price..... $54.95
Drain Tubs Included
$1.25 Per Week, Payable Monthly
CORONADO GASOLINE POWER WASHER
Model 959X
Compare with washers priced up to $80.00 higher. Famous Briggs and Stratton motor. Sale Price..... $84.95
Drain Tubs Included
$1.50 Per Week, Payable Monthly
TRADE IN YOUR OLD WASHER
Your Choice!
Agfa Shur-Shot Box Camera or $2.50 Daisy Carbine Air Rifle!
FREE OF CHARGE! WITH THIS BEAUTIFUL HIAWATHA BICYCLE
The most sensational bicycle offer we have ever made. Handsomely styled bike with countless features including self-contained headlight, streamlined chain guard, comfortable saddle, rear reflector and many others.
Complete With Your Choice of Camera or Air Rifle
$27.95
$1.25 Per Week, Payable Monthly
Insurance for one year against fire, theft or tornado only 50c extra.
Trade In Your Old Bike
SALE PRICE ON GARBAGE CANS
Heavily Galvanized. 10 Gallon Size. Our Regular Price 98c.
Sale Price 89¢
20 Gallon Size. Our Regular Price $1.49.
Sale Price $1.19
BIG VALUE! AIR TIGHT HEATER
Sturdily constructed. Recessed ash pit. 18"x14"x 14" size. Sale Price
$1.49
Our regular price $1.89.
$1.00 VALUE TRIANGLE REVERSIBLE DUST MOP
Sale Price 49¢
75c VALUE DUST MOP
33¢
SALE PRICE ON FLY SPRAY
Per Pint 17¢
Per Quart 29¢
HOUSEHOLD SPRAYER
15¢
BIG COASTER WAGON BARGAIN
New streamlined type, full size. Sale Price
$2.98
Our regular price $3.49.
PRICES CUT ON BALLOON BIKE TIRES
G & S Quality. 26x2.125 size. Sale Price
98¢
Our regular price $1.19.
GAMBLE STORES
THE FRIENDLY STORES OWNED BY EMPLOYEES
306-308 PEARL STREET IRV. COTTON, Managing Partner

Newspapers.com by Ancestry
https://www.newspapers.com/image/511178832

Downloaded on Jun 10, 2022

Move For New Bridge Began Quickly After Tragedy

Committee On Job In 12 Hours After Span Fell

Citizens Summoned To Meet Made An Appeal To State And Nation

Within 12 hours after the westernmost span of the old Mississippi river bridge fell into the water early in the morning of Aug. 9, 1935, a citizens' committee began its activity to interest the federal and state governments in the construction of a new, modern structure.

The committee, which was composed of representative citizens selected on the "basis of community interest and civic pride and public interest," went into session at 1 p. m. on Aug. 9, being summoned by telegrams sent out by Arthur W. Fagerstrom, then secretary of the Chamber of Commerce.

"Important Meeting"

"The most important meeting held in many years affecting La Crosse's community life is called for 1 o'clock this afternoon in the Chamber of Commerce auditorium," the telegram read. "An emergency has arisen in connection with the Mississippi river bridge disaster last night. Please attend and be prepared to contribute your best thought to the discussion of this important problem affecting La Crosse and western Wisconsin."

The committee also sent a telegram to Governor Philip F. La Follette, stating, "Mississippi river bridge at La Crosse on U. S. highway 16 collapsed this morning at 2:30 a. m., precipitating car and four occupants into Mississippi. Two drowned; two seriously injured. Immediate investigation survey and relief with state and federal aid necessary. Please act at once."

This committee included F. A. Grover, F. H. Burgess, F. W. Sisson, John C. Burns, Frank E. Withrow, W. W. Rickman, L. J. Brody, George H. Gordon, John J. Esch, Thomas Sletten, Carl F. Michel, Harry Dahl, Reuben N. Trane, R. L. Bangsberg, and John M. Holley.

Asks Aid

To assistance of Governor Floyd Olson of Minnesota, Governor Clyde Herring of Iowa, Governor La Follette, U. S. Senators Henrik Shipstead, F. Ryan Duffy and Robert M. La Follette, Jr., Congressmen Gardner R. Withrow, Harry Sauthoff and Merlin Hull, and Adjutant General Ralph M. Immell was sought.

Numerous Meetings Called

Numerous meetings were held during the next few weeks, and on Aug. 29 the records show that present at a meeting at which plans were made for a session open to the public, the following were present: F. Hanscom, F. A. Grover, F. H. Burgess, A. W. Fagerstrom, F. E. Withrow, R. L. Bangsberg, John Felton, Wenzel Dvorak, Edward Newburg, John Holley, Frank Davy, Jesse E. Higbee, Herman Tillman, J. J. Felber, Art Swan, P. J. Verly, Congressman Gardner Withrow, Reuben Trane, Mayor C. A. Boerner, J. C. Burns, and Mayor C. A. Boerner.

At the public meeting, held Sept. 19, General Ralph M. Immell, then state Public Works administrator, outlined methods of procedure to secure federal and state funds for the bridge project.

An executive committee was selected, Mayor Boerner, with Frank Sisson being named chairman. Other members of that first executive group, according to the minutes of the committee, included F. H. Burgess, Mayor C. A. Boerner, Albert C. Wolfe, John C. Burns, Frank E. Withrow, L. J. Brody, C. F. Michel, and F. W. Davis. Later the executive group was changed somewhat, the membership including F. W. Sisson, R. T. Bangsberg, Mayor C. A. Boerner, A. C. Wolfe, John C. Burns, F. E. Withrow, L. J. Brody, Carl F. Michel, Joseph H. Schroeder, Alfred W. Rice, Frank Davy, and R. W. Davis, chairman of the county board. Still later the group served between twelve and fifteen members.

Other Committee Members

Members of the general committee, which elected the executive group, as of Sept. 19, 1935, according to the records, included: Judge R. V. Ahlstrom, R. L. Bangsberg, John Barth, Henry Boehm, Jr., R. C. Bice, William J. Burford, Matt Brindley, C. L. Colman, F. A. Crawford, R. V. Craft, R. H. Davis, F. J. Davy, Mrs. F. A. Douglas, Joseph G. Dubrake, John Elliott, Edwin Erickson, J. J. Esch, A. W. Fagerstrom, R. A. Farnam, J. J. Felber, Ben Fox, William Freise, Albert P. Funk, Robert Gillette, George H. Gordon, D. W. Gray, F. A. Grover, Q. H. Hale, John Haraldson, Jerome Hardy, Ed. Hartenstein, William Hoeschler, John M. Holley, H. H. Keating, Phil Kirch, Otto Lieder, L. H. Martin, C. F. Michel, J. Harry Miller, Al. Miller, John Mulder, Edward Newburg, Harry Newburg, N. Nustad, Archie Olberg, William Orton, George Phillips, A. A. Phillipson, Alfred W. Rice, W. W. Rickman, W. P. Roellig, M. Rosenstein, Myron Savage, L. W. Silberschmidt, Thomas Sletten, W. S. Small, Fred Steele, A. W. Swan, Herman Tauber, Reuben Trane, Herman Tillman, E. N. Trane, J. J. Verchota, Ed. Webster, P. J. Verly, C. Willson, H. L. Woods, P. J. Verly, Ludwig Kroner, J. F. Greer, J. G. Hahn, Harry Taggart, Robert Whipple, L. F. Robinson, Earl Schultz, Charles Schweizer, J. N. Dribben, and F. Grenlien.

The executive committee continued to function through the initial period, making numerous trips to Madison to interview state officials and one trip to Washington, D. C., to advance the cause of the bridge project.

Last May 5, the executive committee voted to set itself up as a dedication group, with Frank Sisson as chairman and Alfred W. Rice as secretary. Other committee chairmen were appointed to handle various phases of the celebration.

Proud Of Old Bridge

Taken a short time after the old draw bridge was opened to traffic in 1891, the above picture shows, at left, engineer on the bridge, in the white shirt, and Fred Schmidt, member of the board of public works. The identity of the bystander at the left is not known.

S. D. Official Ousted By Gov. Bushfield

Pierre, S. D. —(AP)— J. W. Beckwith, Aberdeen, secretary of the state unemployment compensation commission has been removed by Governor Harlan Bushfield on charges including excessive drinking and disrupting an office force by playful tactics with an airgun.

The governor said he found that Beckwith's "resultant hangovers" had disrupted service in the office, and affected his own efficiency.

MARINE RECRUITING OFFICES REOPENED

Minneapolis —(AP)— After being closed for 10 years, United States marine corps recruiting offices were reopened Wednesday in Minneapolis. Lieut. Wm. Dudley S. Brown was sent to take charge of the recruiting work for Minnesota, North and South Dakota and Wisconsin.

Huge Bridge Piers Under Bed Of River

Like an iceberg, the "business end" of the La Crosse bridge is hidden from view by the river.

The under the bridge are huge piers which go down many feet under the river bed to form a firm support for the superstructure.

Largest of these piers, No. 8, cost $78,000. It measures 100 feet from the bridge seat to the bottom of the footing, and includes 2,674 cubic yards of concrete, reinforced with 240 pounds of reinforcing steel and 14,600 feet of timber piling.

Excavation for the pier totalled 1,730 cubic yards, while 352 separate timber piles were driven into the river bed with a submarine hammer in conjunction with a jet before the concrete seal was poured. The footing is 30 feet, the footing is 85½ by 38½ feet.

Construction of these piers was one of the most dangerous phases of the work, for men had to work in coffer-dams. These cofferdams were required to withstand tremendous pressure. At piers seven and eight work was carried on under approximately a 40-foot head of water.

Erecting and painting of steel on the superstructure also were hazardous. Consequently, these three types of work on the new bridge received the highest pay scales.

Read Tribune Want Ads.

WE CARD Wool and Cotton into Comforter Batts.
Wool . . . 25c lb.
Cotton . . . 30c lb.
TILLMAN BROTHERS
LA CROSSE, WIS.

Old Toll Bridge Completed In 1891 Replaced Established Ferry Service

In 1889, the city of La Crosse laid the groundwork for the construction of a toll wagon bridge and highway from La Crosse to La Crescent, Minn., to replace ferry service that had existed for a number of years.

This project was completed and dedicated in 1891, being opened officially to traffic at that time.

The structure involved 1,080 feet of steel trusses having an 18-foot roadway and two sidewalks. The main channel spans consisted of four trusses, the main one being a 444-foot swing span, said to be the longest swing span in the United States.

Tolls Old Tolls

Records indicate that tolls set up for using the structure were as follows:

Single and double team with driver and lady, 25 cents, for one-way or round trip. Each passenger in excess of driver and lady, five cents.

For horse and rider, 15 cents.

For sheep and hogs on foot, each five cents.

For cattle and horses, each 10 cents.

You will note no charge for motor vehicles.

Beginning in 1911, there started a move to remove the tolls and also to move the state line between Wisconsin and Minnesota from the center of the main channel over to the center of the West channel, thereby placing what is now known as Pettibone Island in Wisconsin.

A public park had been created on Barron's Island, the same property which is now Pettibone Island, and La Crosse desired to have police powers there so as to abate nuisances that existed on that side of the river.

A similar condition also existed opposite Winona, so the legislatures of the two states and congress passed legislation adding certain lands opposite Winona, Minnesota, and Barron's Island, Wisconsin, to La Crosse, Wisconsin. This legislation was approved on Sept. 18, 1918.

Taken By State

On Sept. 1, 1919, the city of La Crosse removed the tolls. With the fast increasing motor vehicle traffic, the bridge was called upon to carry greatly increased loads.

In 1930, the highway crossing was considered more than a purely local traffic one, and the state highway commission, under the authority of the statutes, took over the maintenance and operation of the structure.

GIVEN SENTENCE

Bemidji, Minn. —(AP)— Pleading guilty to criminal negligence in the operation of a motor vehicle which resulted in the death of Norman Evenson of Nymore, Allen Bangsen of White Earth was sentenced to the state reformatory for an indefinite term by District Judge D. H. Fullerton. Evenson was fatally injured while walking on a highway in Nymore last May.

The British Government is buying wheat in France at 24½ cents a bushel.

DR. H. J. BRAYTON DIES

Syracuse, N. Y. —(AP)— Dr. Harry J. Brayton, nationally known authority on tuberculosis, died Wednesday after three months illness. He became ill with tuberculosis in 1908 and on his recovery studied the disease and became a specialist in its treatment.

COME to LA CROSSE Saturday!
and see our Beautiful Bridge
and when you wish to EAT COME to the
BODEGA Lunch
FOURTH and PEARL STREETS

Gamble's FALL SALE

"S" BATTERY VALVES! BOYLES BATTERY VALVE
200 Size service pressure based on operation of a 6 tube Coronado radio.
98¢

TIGER SUPER HEAVY DUTY "B" BATTERY
200 Size service pressure based on operation of a 6 tube Coronado radio. Gives 50% more life than an ordinary "B" battery.
$1.29

SAVE ON MILK FILTER DISCS
Each Disc Fits Over 2 Strips of 100 Discs. Sale Price
15¢

LANTERN SPECIAL
Short Globe Type. 20 Cp. Capacity. Sale Price
$1.19
Lantern Globes . . . 15¢

PRICES CUT ON GAS MANTLES
Some mantles for pressure lanterns larger of lanterns. Sale Price
6 FOR 29¢

MOUSE TRAPS
2 FOR 5¢
RAT TRAPS Each
10¢

SECOND BIG WEEK SALE ENDS SEPT. 30th
DOUBLE YOUR MONEY BACK

MR. HUNTER!
Double Your Money Back if Gamble's Shells Are Not Equal to Any Shell You Have Ever Used, Load For Load
Shoot half a box of Gamble's shells. If you are not satisfied with the results you get, if they are not as good as any you have ever shot, we will refund double the purchase price of a full box of shells for the half box which you return.
• Guaranteed Long Range, Hard Hitting
• Guaranteed Low Price

Sensational HEATER SALE!
FULL 10-INCH SIZE OIL CIRCULATOR
Cash Price . . $37.50 $1.25 PER WEEK Payable Monthly. Limited quantities available at this price.
HEATS 5-ROOM HOUSE
At this price Gamble's offer the large 10-inch oil circulating heater with 6600 cubic feet capacity capable of heating the average 5-room house.
Has constant level fuel valve/Breese pot type burner, ing jewelers, built-in humidifier and many other fine Coronado features.
Time payment plan includes fire, flood and tornado insurance

CORONADO DRAIN TUBS FREE of charge
WITH EITHER OF THESE TWO CORONADO WASHERS
CORONADO ELECTRIC WASHER
Model G409
Spacious Wide Porcelain Enamel Tub. Four Level Selector Type Wringer. Large Tub. Four Speed gear with all gears hard type tub.
$54.95
Sale Price
Drain Tube Included
$1.25 Per Week, Payable Monthly
CORONADO GASOLINE POWER WASHER
Model DE15
Compare with washers priced up to $89.50 higher. Powerful Briggs and Stratton single cylinder engine.
$84.95
Drain Tube Included
$1.70 Per Week, Payable Monthly
TRADE IN YOUR OLD WASHER

Your Choice!
Agfa Shur-Shot Box Camera or $2.50 Daisy Carbine Air Rifle!

FREE OF CHARGE! WITH THIS BEAUTIFUL HIAWATHA BICYCLE
The most sensational bicycle offer we have ever made. Handsomely finished in enamel and chrome including all essential items right, streamlined chain guard, chrome fenders, rear reflector and many others.
Complete With Your Choice of Camera or Air Rifle
$27.95
$1.35 Per Week, Payable Monthly
Trade In Your Old Bike
Insurance for one year against fire, theft or tornado only 25c extra.

SALE PRICE ON GARBAGE CANS
Heavily Galvanized. Sale Price
89¢
Our Regular Price 98c.
20 Gallon Size. Our Regular Price $1.49. Sale Price
$1.19
BIG VALUE! AIR TIGHT HEAVY DUTY GARBAGE CANS
Galvanized with air tight lid. 14" size. Sale Price
$1.19
Our regular price $1.49
$1.00 VALUE TRIANGLE REVERSIBLE DUST MOP
Sale Price
49¢
75c VALUE DUST MOP
33¢
SALE PRICE ON FLY SPRAY
Per Pint 17¢
Per Quart 29¢
HOUSEHOLD SPRAYER
15¢
BIG COASTER WAGON BARGAIN
Four-compartment Sale Price
$2.98
Our regular price $3.49
PRICES CUT ON BALLOON BIKE TIRES
Size 26 x 2 Quality. Sale Price
98¢
Our regular price $1.19

GAMBLE STORES
THE FRIENDLY STORE OWNED BY EMPLOYEES
306-308 PEARL STREET IRV. COTTON, Managing Partner

BOERNER'S Walgreen System Drug Store
The Store That Appreciates Your Business
ABDOMINAL SUPPORTERS
TRUSSES to BELIEVE THAT RUPTURE
SURGICAL ELASTICS and SUPPORTERS
ALL CAREFULLY FITTED and GUARANTEED TO SATISFY
— SPECIALS —
5 lbs. EPSOM SALTS 19c
16 oz. PEROXIDE, U.S.P. 19c
250 A.B.D.G. CAPS $3.75
250 HALIVER OIL CAPS $3.39
50c FIRST AID KIT 29c
$1.35 HOT WATER BOTTLE 89c
$1.00 MILE'S NERVINE 83c
50c ALKA SELTZER 48c
50c IPANA 39c
35c CASTORIA 35c
50c BIND'S LOTION 39c
100 BAYER ASPIRIN 39c
WILLARD'S TABLETS $5.00
PFUNDER'S TABLETS $1.00
BOERNER'S PINK POWDERS for Pain 35c
PERFECTION CREAM. Soothes and protects the skin 29c-35c-60c
PRUNALAX—Quick relief for constipation . . . . . 60c-$1.20
BULLET BEAM FLASHLITES complete 59c-98c

New! 6 TUBE CORONADO
$1.00 DOWN 50¢ WEEK
Self-Contained Aerial!
R. C. A. Licensed
6 TUBES—AUTOMATIC TUNING
WALNUT FINISH PLASTIC CABINET
$13.95 CASH PRICE
$1.80 Down — 50c Per Week
Same With Ivory Finish Plastic Cabinet, Cash Price $14.95
$1.80 Down — 50c Per Week
GAMBLE'S BIG NEW A. C. RADIO BARGAIN!
You'll be astounded at the mighty value Gamble's offer at this price. You'll never know the sensational beauty and tone quality of a radio like this until you come in and see and hear it play. Not 5 tubes — BUT 6. Thus 6 are all working tubes—no ballast tube! Not ordinary tuning—BUT AUTOMATIC TUNING. Not an ordinary metal connection—BUT A SELF-CONTAINED AERIAL. Not ordinary cabinet size—BUT A BEAUTIFUL MODERN PLASTIC CABINET. We believe that this radio is worth $19.95 or more. See it and hear it today at Gamble's and you'll agree!
GAMBLE STORES
THE FRIENDLY STORE OWNED BY EMPLOYEES

Crescent Jewelers
PAY THE HIGHEST PRICES FOR
OLD GOLD
Gold is 69% higher now than it was several years ago. Cash in on your old gold trinkets, out-of-date jewelry, watch cases, watch chains, dental bridgework, etc. Will buy them from you for a high cash price. The list below will give you an idea of how much we pay.
Light Rings . . . . . $1 to $1
Heavy Rings . . . . . $7 to $20
Light Watch Cases . . . . . $7 to $15
Heavy Watch Cases . . . . . $15 to $75
Heavy Watch Chains . . . . . $25 to $60
Cigarette Cases . . . . . $25 to $100
Mesh Bags . . . . . $50 to $200
CASH FOR OLD GOLD
CRESCENT JEWELERS
429 MAIN ST.

Copyright © 2022 Newspapers.com. All Rights Reserved.

Welcome To La Crosse For Mississippi River Bridge Dedication Saturday!

Local Weather
Fair tonight and Friday; not so cool tonight.

The La Crosse Tribune
and Leader-Press

New Bridge Edition

Member of the Audit Bureau of Circulations

Full Leased Wire News Report of The Associated Press

VOLUME XXXV, NUMBER 128 — LA CROSSE, WISCONSIN, THURSDAY EVENING, SEPTEMBER 21, 1939 — THIRTY-SIX PAGES — PRICE THREE CENTS

Repeal Arms Embargo, F. R. Urges

Rumania's Premier Killed

Governor Heil To Take Part In Dedication

Chief Executives From Minnesota And Iowa Expected To Be Here For Ceremonies

Governor Julius P. Heil of Wisconsin will come to La Crosse Saturday morning to participate in this community's celebration dedicating the $1,500,000 Mississippi river high bridge.

Frank W. Sisson, general chairman of the dedication committee, said the governor's office in Madison told him Thursday that the "governor will definitely be in La Crosse."

Every effort is being made to bring several other governors to La Crosse Saturday morning from St. Paul, where they are scheduled to hold an agricultural conference.

It is expected that in addition to Heil, Governors Harold Stassen of Minnesota and George A. Wilson of Iowa will come to La Crosse to give short talks in connection with the dedication program.

Arrangements Completed

Sisson said Thursday that all arrangements for the celebration had been completed by the 11 subcommittees in charge of the various activities, but that a final meeting of the executive committee would be held Friday noon at the Hotel Stoddard to "iron out any wrinkles that may have developed."

Preparations have been made by Police Chief Herman F. Rick and his committee for adequate police protection for a crowd of 80,000 people.

Sisson emphasized that following the 9 a. m. parade, there will be the speaking program on the east approach of the new bridge. The speaking program will open with the playing of the "Star Spangled Banner" by massed bands, after which Mayor J. J. Verchota of La Crosse and Mayor Floyd R. Simon of Winona will speak. Chairman William E. O'Brien of the Wisconsin highway commission will give a brief address concerning the bridge construction, while the governors also will speak. The speaking program will conclude with the address of Gardner R. Withrow, former congressman, who was active in securing funds for the bridge project.

Contractors To Attend

Contractors building the bridge, as well as many dignitaries attending the celebration, will be introduced by Sisson, who will act as master of ceremonies.

Immediately after the speaking program, a parade of old-time vehicles will move across the old bridge, formally closing it to traffic. As the parade reaches the opposite side of the bridge, there will be an aerial barrage of 12 bombs to herald the final opening of the swinging span and the cutting of the ribbons on the new bridge. Mayor J. J. Verchota and County Board Chairman R. W. Davis are to cut the ribbon.

The old bridge will be immediately barricaded against vehicle and pedestrian traffic, and a parade of modern transportation vehicles will move over the new bridge.

In the afternoon there will be a program of water sports and races as well as airplane formation and stunt flying to be viewed from Riverside and Pettibone parks, while the celebration closes in the evening with a Mississippi river Venetian night and fireworks program at the parks.

Appeals To Citizens

Thursday morning Chief Rick issued the following appeal to all citizens of La Crosse, as well as merchants and clerks in the down town district:

"You all know that Saturday has been set for dedicating our new bridge. This event will be the largest celebration La Crosse has even seen. We know that traffic in the city is going to be hard to handle and kept moving, and that parking space will be scarce, especially in the district west of 8th street.

"I, as chief of police, appeal to you to cooperate with your police department, and ask that insofar as possible all citizens keep their cars out of the district west of 8th street, and those of you who must use your cars to come down town, leaves them east of 8th street.

"I especially appeal to the business men and all clerks in this area to leave their cars in their garages on this day and avoid the danger of finding them with crumpled fenders or other damages when they return for them.

"The La Crosse Bridge Dedication committee has done everything possible to make this a real day. Now then, it is up to our citizens to show their visiting friends and neighbors real La Crosse hospitality.

"There will be no cars permitted in Riverside park for the day, and no cars will be permitted to park along the entire line of march during the parade."

Third District Election Asked By Senator Bob

Madison, Wis. — (AP) — U. S. Senator Robert M. LaFollette has asked Governor Heil to call a special election in the third congressional district to fill the vacancy in the house of representatives caused by the death of Harry W. Griswold (Rep) West Salem.

Declaring that because of the European war "every man is needed to keep America from the wasteful struggle overseas," Senator La Follette wrote in a letter dated Sept. 19 that these "crucial times" prompted him to urge issuance of an election order.

"Under ordinary circumstances I would not approach you with suggestions involving the exercise of your executive power," he said.

La Follette said he had been informed through the press that the governor considered the cost of a special election unwarranted.

"The cost of a special election in dollars would be trifling indeed compared to the loss of sons, husbands and fathers which the third district would be called upon to furnish if this nation were dragged into the bloody conflict in Europe," La Follette contended.

Assassinated

The assassination of Rumanian Premier Calinescu, (above) in Bucharest Thursday afternoon removes the most forceful defender, apart from King Carol, against trespass on his country's independence in the European conflict.

Slaying Is Blamed On Iron Guard

Assassination Brings Out Troops To Check Coup; Was Friendly To Britain, France

Bucharest —(10 a. m. CST, via Copenhagen) —(AP)— Premier Armand Calinescu was shot and killed Thursday by men officially identified as Iron Guardists and troops were called up at once to prevent a coup.

The assassination of Calinescu—known as Rumania's "strong man" for his suppression of the outlawed, pro-Nazi Iron Guard organization—was attributed to conflicting national interests arising from the European war.

It came as German and Russian troops approached the Rumanian frontier in their occupation of Poland. Rumania got one-seventh of her territory from Russia in the World war settlement.

Calinescu was machine-gunned in his automobile by masked men. Other masked men seized the Bucharest radio station but were subsequently arrested.

Late Thursday a communique read over the station formally accused the slayers of being members of the pro-Nazi iron guard.

"This afternoon, Premier Calinescu was murdered in a cowardly manner near his home," the communique said. "The murderers, who are members of the former iron guard, have been arrested."

It said a new premier already had been chosen but failed to give his name. He was to be sworn in late in the afternoon, after which a meeting of the new cabinet would be held.

The communique announced that "perfect order and calm reigns throughout the country."

Calls Crown Council

Immediately after the death of the premier a crown council was called by King Carol to meet the resultant crisis in Rumania's position in internal and international affairs. It was still sitting late

Support Sought

The British-French allies and Germany were engaged in a bitter struggle, each side attempting to influence Rumania's policy to their advantage, Calinescu had been known as an advocate of political and economic cooperation with Britain and France.

Calinescu's campaign against the Iron Guard came to a head in the fall of 1938 and since then police have announced discovery of a half-dozen "revenge" plots against him. He became head of the government March 7, 1939, succeeding the late Dr. Miron Cristea, patriarch of the Rumanian church.

On June 17, police said Iron Guardists planned to assassinate Calinescue and King Carol with hand grenades at a race track.

Rumania's oil, needed by Germany's mechanized army and her air force, was the major prize.

(In Budapest Rumanian diplomats said the slaying was "highly significant just at a moment when German and Russian troops are approaching Rumania's northern frontier." Other Budapest sources said they believed a long-expected revolt of the Iron Guard had come. The Rumanian legation in Belgrade said after vain attempts to telephone Bucharest that it looked as if the Iron Guard already was in charge.)

The premier was driving in his car on Bucharest's main street,

(Turn to Page 16)

New Omnibus Taxation Plans Come To Fore In Legislature

Teacher Puts In Time But She Has No Pupils

Falls City, Neb. — Five days a week Mrs. Raymond Dunn of Shubert goes to the district 84 rural school house and knits from 8:30 to 2 p. m.

She's the teacher, but there aren't any pupils.

Five youngsters attended the school last year when Mrs. Dunn was elected to the $50 a month post, but all dropped out this year.

Parkway Group Meets Friday

Representatives Of Ten States Will Confer To Plan Action

One of the most important meetings in the history of the Mississippi River Parkway Planning committee—the organization of representatives appointed by governors in each of the 10 states along the Mississippi river to promote the interests of a highway between the Gulf of Mexico and Lake Itasca—is to be held in La Crosse at 6:30 p. m. Friday.

Meeting at the Hotel Stoddard for a dinner, the representatives of the 10 states, together with U. S. senators and representatives who may find it possible to leave the special session of congress, will plan their future action.

A. P. Greensfelder of St. Louis, Mo., pilot of the organization, will attend, as well as his co-pilots, Rex Green of St. Paul, and Kenneth White of Baton Rouge, La.

"One of the major reasons for the attendance of parkway committee members is to determine our policy and proceedings from now on in the light of present day conditions which may be favorable or otherwise to the necessary parkway legislation."

Proposal To Supplement Cigarette - Surtax Bill, Already Law, Under Consideration

Madison, Wis.—(AP)— Members of a special committee appointed by Republicans in both houses of the legislature came forward Thursday with new omnibus taxation proposals to supplement the $10,200,000 cigarette-income surtax bill which has become law.

With the budget, including anticipated pension and relief needs close to $20,000,000 out of the balance, administration spokesmen expressed a desire to push through a prompt settlement of the revenue problem to hasten adjournment.

Offered As Amendment

Although its decision was said not to have been unanimous the special committee of six members drafted a plan to raise approximately $11,400,000 through a revision of the income tax structure and a one cent increase in gasoine taxes for one year only.

It was offered in the form of amendments to the senate bill raising maximum old age pension benefits from $30 to $40 a month.

In addition Assemblyman Mark Catlin (Rep), Appleton, a member of the committee, proposed a separate relief bill.

The assembly was scheduled to resume debate on pensions and taxations late Thursday.

Details of these separate plans follow:

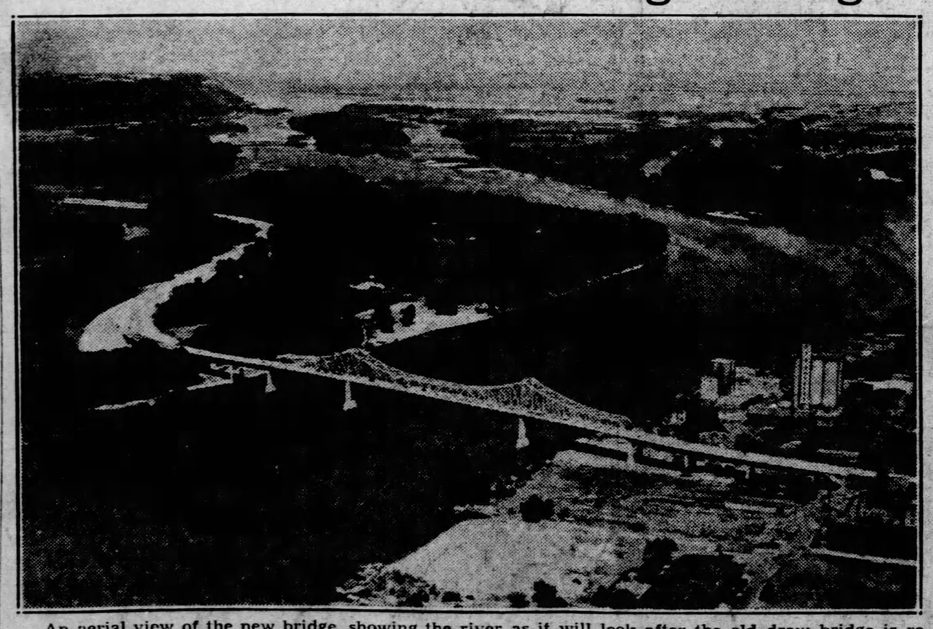
Committee Proposal

Income tax to be paid by individuals on dividends received from Wisconsin corporations—estimated revenue, $3,510,000. Present law requires corporations to pay tax on dividends declared but allows recipients of dividends to make corresponding deductions from their taxable income; individual offset would be repealed.

Reduction of personal exemptions under normal income tax law from $17.50 to $15 for married

(Turn to Page 16)

Aerial View Of New High Bridge



An aerial view of the new bridge, showing the river as it will look after the old draw bridge is removed, is shown above.

Neutrality Of Small Nations Safe-Goebbels

Berlin —(AP)— Propaganda Minister Paul Joseph Goebbels Thursday gave foreign correspondents a vigorous denial of allegations that Germany intended to violate the neutrality of Belgium, the Netherlands or Luxembourg.

"I am in a position to give a categoric, unequivocal and unconditional denial," said the propaganda minister in his first appearance before foreign newspapermen since Germany started her invasion of Poland Sept. 1.

"The German government never had, does not have now nor intends in the future to violate the neutrality either of Belgium or Holland."

He said this also applied to Luxembourg, the tiny duchy at the northern end of present German-French battle lines.

Goebbels alluded with a smile to his presence as evidence he was neither dead nor captive nor out of sympathy with Adolf Hitler's war aims, as some reports had alleged.

"My answer to British lying propaganda is my propaganda of which you have seen evidence in these past weeks, I think," he said.

Goebbels called the propaganda of the British information ministry "childish and laughable."

The propaganda minister further denied "completely and unreservedly" all reports of uprisings in the protectorate of Bohemia and Moravia.

Big Offensive On Western Front Is Hinted In Actions

Swift Night Movements Of French Reported; Nazis Hammer Lines

By CHARLES S. FOLTZ, JR.

Basel, Switzerland —(AP)— German batteries pounded enemy lines of communication along the western front Thursday as reports of swift night movements by French troops hint plans for a major offensive.

Swiss military observers believe the joint French-British command has decided on the point to launch the first assault on the Siegfried line.

Increased activity was reported by both French and German patrols, with the primary object of taking prisoners and gaining information concerning troop concentrations.

These reports, and the fact that the French appeared to be consolidating their positions instead of attempting further local advances, increased Swiss belief a great battle is in the making.

Behind the Siegfried line the Germans were said to have stationed motorized units in strategic reserve positions from which they can be rushed to any part of the front when additional strength is needed.

Attacks Repulsed

Throughout the night German flares lighted up the no-man's land where activity by sappers and dynamiters must precede any infantry attack.

French reports said a number of German night attacks had been repulsed in the vicinity of the Blies and Nied creeks east and west of Saarbruecken.

Accounts of air battles Wednesday indicated French pursuit ships had engaged German fighters escorting observation planes.

Three French planes were reported downed in dog fights over French territory, but it was said that the German flyers were engaged so quickly that observers could have gained little information.

The French, Belgian and Swiss press carried stories of elaborate German military preparations along the Belgian frontier. German sources insisted, however, these preparations were defensive and were designed to meet possible French assaults along the Moselle river.

Nazi Planes Shot Down

Paris—(AP)—Military dispatches Thursday reported French and British air pilots had brought down an undetermined number of German planes in the past few days on series of victorious dog fights with German flyers over the western front.

War dispatches said the French army was threatening approaches to Zweibruecken, Germany, at the upper end of the Blies river valley and that French advance units had fought numerous pitched battles with German patrols in the Zweibruecken zone and farther west, near Saarbruecken, which the French were attempting to surround.

These reports indicated each side was seeking prisoners in the gun-bristling zone between the Maginot and Siegfried lines from whom to pry secrets of strategy and troop disposition.

The French expected a major German offensive soon on the western front as a sequel to the successful onslaught on Poland.

The British and French staffs

(Turn to Page 16)

Warsaw Radio Cut Off, Last Contact Link

Air Bombings Had Been Reported; Early Fall Of Remaining Points Of Resistance Seen

By ROBERT ST. JOHN

Budapest —(AP)— The Warsaw radio lapsed into sudden silence early Thursday shortly after what sounded like the explosion of artillery shells could be heard through its microphone.

The announcer had carried on far into the night despite the deep, periodic rumblings until the station suddenly went off the air halfway through the playing of a Polish military air.

Temporarily, at least, the only communication between the German-besieged Polish capital and the rest of the world was ended.

Silence came after the station had broadcast a grim story of Warsaw being shelled and bombed as never before and predicted "there probably soon will be a big offensive against us."

The rest of Europe, which had been following the 14-day fight of Warsaw's defenders through almost ceaseless broadcasts from the station, was left to speculate on what might have happened.

Raid Sirens Heard

The studio is in the center of Warsaw. Despite German aerial and artillery bombardment of that area for almost two weeks, the station had remained on the air day and night. It had gone on even while shells were falling all around it.

Four times Wednesday the warning wail of air raid sirens could be heard above the calm voice of the announcer and four times the drone of diving airplanes came over the air.

The broadcaster said the raids were conducted by squadrons of 30 German planes.

His account of the siege included another appeal to Great Britain to help save the besieged city.

Before silence again sealed Warsaw's fate, the radio reported a successful attack against a German force. But it also admitted devastating blows from German cannon and warplanes.

Still defiant, Mayor Stefan Starzinski had appealed to the capital's citizens to persevere until a final victory had been won against the Germans and told the outside world the "morale still is good."

Stem Tank Attack

Colonel Vaclava Lipinski described the battle in which he said Polish forces, particularly cavalry, drove back a German tank attack.

The radio said German aircraft made several raids over the center of Warsaw, especially in the neighborhood of Pilsudski Square and the city's largest hotels.

Between 5 and 6 o'clock Wednesday night, it said, 30 German planes made a terrific, concentrated attack while heavy artillery dumped shells into the center of the city, inflicting heavy casualties among women and children.

Seven German warplanes were said to have been shot down.

Mayor Starzinski's instructions, warnings and reports to the populace indicated the hardships Warsaw was undergoing.

Officials Interned

Bucharest — (AP) — Authoritative sources said Thursday that the Rumanian government had decided to intern Polish President Ignace Moscicki, foreign Minister Jozef Beck and other high officials as well as Marshal Edward Smigly-Rydz, Polish army commander.

All had crossed the frontier from Poland into Rumania.

Smigly-Rydz was interned Wednesday and sent to enforced domicile at Craiova, near the junction of the Rumanian-Bulgarian frontiers.

Both Britain and France had appealed that he be allowed to leave the country, while Nazis insisted he be interned like any other soldier.

Von Brauchitsch On Wesetrn Front

By ALVIN STEINKOPF

Berlin — (AP) — The army high command reported Thursday only four centers of resistance to Nazi forces remained in Poland and

(Turn to Page 16)

Present Provisions Vitally Dangerous, Congress Is Told

Return To International Law Sought By Chief Executive As Session Opens; Renews Appeal For Non-Partisanship During Present Crisis

Washington—(AP)—President Roosevelt asked congress Thursday for repeal of the arms embargo provisions of the neutrality law because they are "most vitally dangerous to American neutrality, American security and American peace."

In a message delivered in person to an extraordinary session of the legislators, the chief executive said he could offer no hope that "the shadow over the world might swiftly pass."

Standing on the rostrum of a crowded house chamber, Mr. Roosevelt told senators and representatives he had assembled them to amend legislation which in his best judgment, "so alters the historic foreign policy of the United States that it impairs the peaceful relations of the United States with foreign nations."

Believes United States Can Stay Out

The "crux" of the issue, he said, was repeal of the embargo, which forbids shipments of munitions to combatant nations, and a "return to international law."

The president took occasion, too, to renew his plea for non-partisanship during the present international crisis and to reassure the nation of his belief that America could keep from being embroiled in Europe's conflict.

"Let no man or group in any walk of life," the president said, "assume exclusive protectorate over the future well-being of America—because I conceive that regardless of party or section the mantle of peace and of patriotism is wide enough to cover us all.

"Let no group assume the exclusive label of the peace 'bloc.' We all belong to it."

Mr. Roosevelt added that "in my candid judgment" the United States would "succeed in these efforts" to keep out of war.

When and if the embargo is scrapped, the president said there were other phases of policy "re-enforcing American safety" that should be considered.

He listed:

Restricting American merchant vessels, so far as possible, from entering danger zones.

Preventing American citizens from traveling on belligerent vessels.

Requiring foreign buyers to take transfer of title in this country to commodities bought by belligerents. (Cash-and-carry.)

Preventing extension of war credits to belligerents.

Regular Fund Collections

Two other objectives, the chief executive said, have been attained amply under existing law. These are the regulation of collections of funds in this country for belligerents and the maintenance of a license system covering foreign trade in arms, ammunition and implements of war.

The president left to congress, however, a choice of methods by which these "safeguards" should be set up—"so long as the method chosen will meet the needs of new and changing day to day situations and dangers."

"To those who say that this program would involve a step toward war on our part," the chief executive asserted, "I reply that it offers far greater safeguards than we now possess or have ever possessed to protect American lives and property from danger.

"It is a positive program for giving safety. This means less likelihood of incidents and controversies which tend to draw us into conflict, as they did in the last World war.

"There lies the road to peace."

After relating steps already taken to strengthen the nation's defenses, Mr. Roosevelt said he saw no need for additional legislation nor for further executive action under his proclamation of a limited state of national emergency.

Mr. Roosevelt said the executive branch of the government had done its utmost, within a traditional policy of non-involvement, "to aid in averting the present appalling war."

"Having thus striven and failed," he said, "this government must lose no time or effort to keep the nation from being drawn into the war."

Predicts Success

Here he predicted success "in these efforts."

Before closing, the president expressed his desire to be able to "offer the hope that the shadow over the world might swiftly pass." But he said:

"I cannot. The facts compel my stating, with candor, that darker periods may lie ahead."

Mr. Roosevelt said the disaster abroad was not of American making, but that "we find ourselves affected to the core, our currents of commerce are changing, our minds are filled with new problems, our position in world affairs has already been altered."

A moment later he asserted:

"Fate seems now to compel us to assume the task of helping to maintain in the western world a citadel wherein that civilization may be kept alive. The peace, the integrity and the safety of the Americas—these must be kept firm and serene."

Thus the president, for some of his audience, gave reassurances that the United States would stand firmly behind the Monroe Doctrine.

His message also gave his backing to the neutrality proposals transmitted to congress at its last session by Secretary Hull.

Before Mr. Roosevelt drove to the capitol to address the congress called together only seven weeks after adjourning the regular session, 17 senators opposed to repeal of the arms embargo met to plan their strategy of opposition to revision of the neutrality act.

Republicans present included Borah of Idaho, Vandenberg of Michigan, Nye of North Dakota,

Irony In Retreat Of Poles Seen

Writer Sees Miserable Human Flood Moving Ahead Of Advancing Russian Forces

By ELMER W. PETERSON

Munkacs, Hungary—(AP)—Soviet Russian troops were reported only 15 miles from the Hungarian border Thursday in their sweep across eastern Poland, moving forward without interruption on the heels of thousands of Polish soldiers and civilians.

The miserable human flood preceding the Red army continued to pour into Hungary. It was estimated that more than 30,000 Poles had reached Hungarian soil—and still they come.

I saw small children, some half-naked and all of them hungry. Some of them, separated from their parents, had been taken in hand by Hungarian peasant women. Grown men wept at the sight of these youngsters trooping along in the mud.

I saw blood-spattered trains, bullet-torn automobiles, and damaged military trucks—Polish military mementoes.

I saw women whose faces were white with fatigue. They smiled wanly at the thought that crossing a frontier could give so much personal safety.

I heard young officers pleading for some way of getting information of the fate of their families.

It was a parade of tragic faces.

There is irony in this retreat. The rain for which thePoles prayed had started, but too late. Now, instead of bolstering Polish strength, it adds to the general misery and confusion.

Many of the Polish soldiers' faces tightened when they spoke of the war.

A note of sheer despair: "But what difference does all that make? What has become of my family?"

And seared in one officer's memory: "I saw hundreds of Polish soldiers killed . . . hundreds I tell you . . . trying to fight tanks and armored c rs . . . trying to fight them with nothing but our bare hands."

Assembly Concurs In PSC Reorganization

Madison, Wis.—(AP)—After a long parliamentary battle the assembly Thursday concurred 51 to 45, in the senate bill reorganizing the Public service commission.

Minnesota AP Wire Added To Increase Tribune Coverage

The Tribune today places in service additional wire facilities of the Associated Press to provide greater coverage of Minnesota news to benefit its increasing number of readers in that state, as well as local subscribers.

Heretofore, The Tribune's Associated Press wires have been on what is known as the Wisconsin circuit, and its coverage has been given over largely to Badger state happenings. Complete news along that line has been provided but resultantly the Minnesota news transmitted has been necessarily limited.

Today new teletypes at The Tribune began carrying news directly from the Minnesota circuit, as well as from Wisconsin.

Though this wire arrangement The Tribune will be able not only to increase its ordinary coverage, but will be in a position to give more detailed accounts of happenings in the Minnesota legislature and, of course, additional sports.

Newspapers.com by Ancestry
https://www.newspapers.com/image/511178389

Welcome To La Crosse For Mississippi River Bridge Dedication Saturday!

Local Weather
Fair tonight and Friday; not so cool tonight.

The La Crosse Tribune
and Leader-Press

New Bridge Edition

Member of the Audit Bureau of Circulations
Full Leased Wire News Report of The Associated Press

VOLUME XXXV, NUMBER 128 — LA CROSSE, WISCONSIN, THURSDAY EVENING, SEPTEMBER 21, 1939 — THIRTY-SIX PAGES — PRICE THREE CENTS

Repeal Arms Embargo, F. R. Urges

Rumania's Premier Killed

Governor Heil To Take Part In Dedication

Chief Executives From Minnesota And Iowa Expected To Be Here For Ceremonies

Governor Julius P. Heil of Wisconsin will come to La Crosse Saturday morning to participate in this community's celebration of completing the $1,500,000 Mississippi river high bridge.

Truth W. Sisson, general chairman of the dedication committee, said the governor's office in Madison told him Thursday that the governor will definitely be in La Crosse."

Every effort is being made to bring several other governors to La Crosse Saturday morning, Sisson said. Governor Heil is expected to hold an agricultural conference.

It is expected that in addition to Heil, Governors Harold Stassen of Minnesota and George A. Wilson of Iowa will come to La Crosse to give short talks in connection with the dedication program.

Arrangements Completed

Sisson said Thursday that all arrangements for the celebration had been completed by the 11 subcommittees in charge of the ceremonies. He said the final meeting of the executive committee would be held Friday noon at the Hotel Stoddard to "iron out any wrinkles that may have developed."

Preparations have been made by Police Chief Herman F. Rick and his committee for adequate police protection for a crowd of 50,000 people.

Sisson emphasized that following the 9 a. m. parade, there will be the speaking program on the east approach of the new bridge. The speaking program will open with the playing of the "Star Spangled Banner" by massed bands, after which Mayor J. J. Verchota of La Crosse and Mayor Floyd R. Sinen of Winona will speak. Chairman William R. O'Brien of the bridge commission then will give a brief address concerning the bridge construction, while the governors also will speak. The speaking program will conclude with the address of Gardner R. Withrow, former congressman, who was active in securing funds for the bridge project.

Contractors To Attend

Contractors building the bridge, as well as many dignitaries attending the dedication, will be introduced by Sisson, who will act as master of ceremonies.

Immediately after the speaking program, a parade of old-time vehicles will move across the old bridge, formally closing it to traffic. As the parade reaches the opposite side of the bridge, there will be an aerial barrage of 12 bombs to herald the final opening of the traffic span and the cutting of the ribbons on the new bridge. Mr. Sisson, Mr. O'Brien, County Board Chairman R. W. Davis are to cut the ribbon.

The old bridge will be immediately barricaded against vehicle and pedestrian traffic, and a parade of modern transportation vehicles will move over the new bridge.

In the afternoon there will be a program of water sports and races as well as airplane formation and duet flying to be viewed from Riverside and Petibone parks, while the celebration closes in the evening with a Mississippi river Venetian night and fireworks program at the parks.

Appeals To Citizens

Thursday morning Chief Rick issued the following appeal to all citizens of La Crosse, as well as merchants and clerks in the down town district:

"We all know that Saturday has been set for dedicating our new bridge. Undoubtedly it will be the biggest celebration La Crosse has ever seen. We know that traffic in the city is going to be hard to handle and kept moving, and that parking space will be scarce, especially in the district west of 8th street.

"I, as chief of police, appeal to you, cooperate with your police department, and ask that insofar as possible, all citizens keep their cars out of the district west of 8th street, and those of you who must use your cars to come down town, leave them east of 8th street.

"I especially appeal to the business men and all clerks in this area to leave their cars in their garages on this day and avoid the danger of finding them with crumpled fenders or other damages when you return for them.

"The La Crosse Bridge Dedication committee has made it possible to make this a real day. Now then, it is up to our citizens to show their visiting friends and neighbors real La Crosse hospitality.

"There will be no cars permitted in Riverside park for the day, and no cars will be permitted to park along the entire line of march during the parade."

Third District Election Asked By Senator Bob

Madison, Wis. — (AP) — U. S. Senator Robert M. LaFollette has asked Governor Heil to call a special election in the third congressional district to fill a vacancy in the house of representatives caused by the death of Harry W. Griswold (Rep) West Salem.

Declaring that because of the European war "every man is needed to keep America from the wasteful struggle overseas," Senator La Follette wrote in a letter dated Sept. 19 that these "crucial times" prompted him to urge issuance of an election order.

"Under ordinary circumstances I would not approach you with suggestions involving the exercise of your executive power," he said.

La Follette said he had been informed through the press that the governor considered the cost of a special election unwarranted.

"The cost of a special election in dollars would be trifling indeed compared to the loss of sons, husbands and fathers which the third district would be called upon to furnish if this war in Europe drags on into the bloody conflict in Europe," La Follette contended.

Assassinated

The assassination of Rumanian Premier Calinescu, (above) in Bucharest Thursday, apparently moves the most forceful defender of the Nazi-Rumanian alliance out of the picture in the struggle for independence in the European conflict.

Slaying Is Blamed On Iron Guard

Assassination Brings Out Troops To Check Coup; Was Friendly To Britain, France

Bucharest —(10 a. m. CST, via Copenhagen) —(AP)— Premier Armand Calinescu was shot and killed Thursday — by men officially identified as Iron Guardists — and troops were called up at once to prevent a coup.

The assassination of Calinescu—known as Rumania's "strong man" for his suppression of the outlawed, pro-Nazi Iron Guard organization —was attributed to conflicting national interests arising from the European war.

It came as German and Russian troops approached the Rumanian frontier in the region of Poland. Rumania got one-seventh of her territory from Russia in the World war settlement.

Calinescu was machine-gunned in his automobile by masked men. Other masked men seized the Bucharest radio station but were subsequently arrested.

Late Thursday a communique issued over the station formally accused the players of being members of the Iron Guard.

"This afternoon, Premier Calinescu was murdered in a cowardly manner near his home," the communique said. "The murderers, who are members of the former iron guard, have been arrested."

It said a new premier already had been chosen but failed to give his name. He was to be sworn in late in the afternoon, after which a meeting of the new cabinet would be held.

The communique announced that "perfect order and calm reigns throughout the country."

Calls Crown Council

Immediately after the death of the premier, a crown council was called at King Carol's to meet the resultant crisis in Rumania's position in internal and international affairs. It was still sitting late.

Support Sought

The British-French allies and Germany were engaged in a bitter struggle, each side attempting to influence Rumania's policy to their advantage. Calinescu had been known as an advocate of political and economic cooperation with Britain and France.

Calinescu's campaign against the Iron Guard came to a head in the fall of 1938 and since then police have announced discovery of a half dozen plots against him and against kings. He became head of a government March 7, 1939, succeeding the late Dr. Miron Cristea, patriarch of the Rumanian church.

On June 17, police said Iron Guardists planned to assassinate Calinescu and King Carol with hand grenades at a race track.

Rumania's oil, needed by Germany, was the main spoil for which the Nazis were said to aspire.

(In Budapest Rumanian diplomats said the slaying was "highly significant just at a moment when German and Russian troops are approaching Rumania's northern frontier." Other Budapest sources said they believed a longer expected revolt of the Iron Guard has come. The Rumanian legation said it was trying to make attempts to telephone Bucharest that it looked as if the Iron Guard already was in charge.)

The premier was driving in his car on Bucharest's main street.

(Turn to Page 16)

New Omnibus Taxation Plans Come To Fore In Legislature

Proposal To Supplement Cigarette - Surtax Bill, Already Law, Under Consideration

Madison, Wis.—(AP)—Members of a special committee appointed by Republicans in both houses of the legislature came forward Thursday with new omnibus taxation proposals to supplement the $10,250,000 cigarette-income surtax bill which has become law.

With the budget, including anticipated pension and relief needs close to $35,000,000 out of the balance, administration spokesmen expressed a desire to push through a prompt settlement of the revenue problem to hasten adjournment.

Offered As Amendment

Although its decision was said not to have been unanimous the special committee of six members offered a plan to raise approximately $11,400,000 through a revision of the income tax structure and a one cent increase in gasoline taxes for one year only.

It was offered in the form of amendments to the senate bill raising maximum old age pension benefits from $20 to $40 a month.

In addition Assemblyman Mark Catlin (Rep), Appleton, a member of the committee, proposed a separate relief bill.

The assembly was scheduled to resume debate on pensions and taxations late Thursday.

Details of these separate plans follow:

Committee Proposal

Income tax to be paid by individuals on dividends received from Wisconsin corporations—estimated revenue, $3,510,000. Present law requires corporations to pay tax on dividends declared to stockholders, recipients of dividends to those stockholders would be exempt from their taxable income; individual offset would be repealed.

Reduction of personal exemptions under normal income tax law from $17.50 to $15 for married

(Turn to Page 16)

Teacher Puts In Time But She Has No Pupils

Falls City, Neb. — Five days a week Mrs. Raymond Dunn of Shubert goes to the district 84 rural school house and kopts from 8:30 to 2 p. m.

She's the teacher, but there aren't any pupils.

Five youngsters attended the school last year when Mrs. Dunn was elected to the $30 a month post, but all dropped out this year.

Parkway Group Meets Friday

Representatives Of Ten States Will Confer To Plan Action

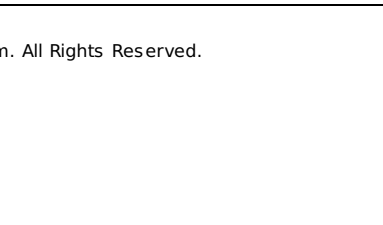
One of the most important meetings in the history of the Mississippi River Parkway Planning committee—the organization of representatives of ten states from Minnesota to Louisiana along the Mississippi river to promote the interests of a highway between the Gulf of Mexico and Lake Itasca—is to be held in La Crosse at 6:30 p. m. Friday.

Meeting at the Hotel Stoddard for a dinner, the representatives of the 10 states, together with U. S. senators and representatives from the states, will confer with the special session of congress, will plan their future action.

A. P. Greensfelder of St. Louis, Mo., pilot of the organization, will attend, as well as his co-pilots, Rex Green of St. Paul, and Kenneth White of Baton Rouge, La.

"One of the major reasons for the attendance of the parkway committee members is to determine what action and proceedings from now on in the light of present day conditions which may be favorable or otherwise to the necessary parkway legislation."

Aerial View Of New High Bridge



An aerial view of the new bridge, showing the river as it will look after the old draw bridge is removed, is shown above.

Neutrality Of Small Nations Safe—Goebbels

Berlin —(AP)— Propaganda Minister Paul Joseph Goebbels Thursday gave foreign correspondents a vigorous denial of allegations that Germany intended to violate the neutrality of Belgium, the Netherlands and Switzerland.

"I am in a position to give a categoric, unequivocal and unconditional denial," said the propaganda minister in his first appearance before foreign newspapermen since Germany started her invasion of Poland Sept. 1.

"The German government never had, does not have now nor intends in the future to violate the neutrality either of Belgium or Holland."

He said this also applied to Luxembourg, the tiny duchy at the northern end of present German-French battle lines.

Goebbels alluded with a smile to his presence as evidence he was neither dead nor captive nor out of sympathy with Adolf Hitler's war aims, as some reports had alleged.

"My answer to British lying propaganda is my propaganda. I have been in Berlin and Poland all these past weeks, I think," he said.

Goebbels called the propaganda of the British information ministry "childish and laughable."

The propaganda minister further denied "completely and categorically" all reports of uprisings in the protectorate of Bohemia and Moravia.

Big Offensive On Western Front Is Hinted In Actions

Swift Night Movements Of French Reported; Nazis Hammer Lines

By CHARLES S. POLTZ, JR.

Basel, Switzerland —(AP)— German batteries pounded enemy lines of communication along the western front Thursday as reports of swift night movements by French troops hint plans for a major offensive.

Allied military observers believed the joint French-British command has decided on the point to launch the first assault on the Siegfried line.

Intensified activity was reported by both French and German patrols, with the primary object of taking prisoners and gaining information concerning troop concentrations.

These reports, and the fact that the French appeared to be consolidating their positions instead of attempting further local advances, indicated that something a great deal like is in the making.

Behind the Siegfried line the Germans were said to have stationed motorized units in strategic reserve positions from which they can be rushed to any part of the front where additional strength is needed.

Attacks Repulsed

Throughout the night German artillery was active on the no-man's land between the two lines, with dynamite, grenade and infantry attacks.

Accounts of air battles Wednesday indicated French pursuit ships had engaged German fighters escorting observation planes.

The French war office here reported dueling dog fights over French territory, but it was said that the German flyers were engaged so quickly that observers could have gained little information.

The French, Belgian and Swiss press carried stories of elaborate German military preparations along the Belgian frontier. German sources insisted, however, these preparations were defensive in nature, designed to parallel the French assaults along the Meselle river.

Nazi Planes Shot Down

Paris—(AP)—Military dispatches Thursday reported French and British air pilots had brought down an undetermined number of German planes in the past few days on series of victorious dog fights with German flyers over the western front.

War dispatches said the French army was threatening approaches to Zweibruecken, Germany, at the upper end of the Bliies river valley, while the French advance units had fought numerous pitched battles with German patrols in the Zweibruecken zone and farther west, near Saarbruecken, which the French were attempting to surround.

These reports indicated each side was seeking to outflank the other and find weak points in the Maginot and Siegfried lines from which to pry secrets of strategy and troop disposition.

The French expected a major German offensive soon on the western front as a sequel to the successful onslaught on Poland.

The British and French staff

(Turn to Page 16)

Warsaw Radio Cut Off, Last Contact Link

Air Bombings Had Been Reported; Early Fall Of Remaining Points Of Resistance Seen

By ROBERT ST. JOHN

Budapest, —(AP)— The Warsaw radio lapsed into sudden silence early Thursday shortly after what sounded like the explosion of artillery shells could be heard through its microphone.

The station had been carried on for into the night despite the deep, periodic rumblings until the station suddenly went off the air halfway through the playing of a Polish military air.

Temporarily, at least, the only communication between the German-besieged Polish capital and the rest of the world was ended.

Silence came after the station had reported bombs falls on Warsaw being distilled and bombed as never before and predicted "lines probably soon will be a big offensive against us."

The red cross flag, which had been following the 14-day fight of Warsaw's defenders through all-most ceaseless broadcasts from the station, was left to speculate on what might have happened.

Raid Stress Defied

The studio is in the center of Warsaw, despite German aerial and artillery bombardment of that area for almost two weeks, the station had remained on the air day and night. It had gone on even while shells were falling all around it.

Four times Wednesday the warning wail of air raid sirens could be heard when the calm voice of the announcer and four times the drone of diving airplanes came over the air.

The broadcaster said the raids were conducted by squadrons of 50 German planes.

His account of the siege included another appeal to Great Britain to help save the besieged city.

Twelve hours before the fall of Warsaw's fate, the radio reported successful attack against a German force. But it also admitted devastating blows from German cannon and warplanes.

Still defiant, Mayor Stefan Starzinski had appealed to the capital's citizens to persevere until a final victory had been won against the Germans and told the outside world the "morale still is good."

Stem Task Attack

Colonel Vaclava Lipinski described a battle in which he said Polish forces, particularly cavalry, had stemmed a German attack.

The radio said German aircraft made several raids over the center of Warsaw, especially in the neighborhood of Pilsudski Square and the city's largest hotels.

Between 3 and 4 o'clock Wednesday night, it said, the German air force launched a concentrated attack while heavy artillery dumped shells into the center of the city, inflicting heavy casualties among women and children.

Seven German warplanes were said to have been shot down.

Mayor Starzinski's instructions, warnings and reports to the population indicated the hardships Warsaw was undergoing.

Von Brauchitsch On Western Front

By ALVIN STEINKOPF

Berlin — (AP) — The army high command reported Thursday only four centers of resistance to Nazi forces remained in Poland and

(Turn to Page 16)

Minnesota AP Wire Added To Increase Tribune Coverage

The Tribune today places in service additional wire facilities of the Associated Press to provide greater coverage of Minnesota news to benefit its increasing number of readers in that state, as well as local subscribers.

Heretofore, The Tribune's Associated Press wires have been on what is known as the Wisconsin circuit, and its coverage has been given over largely to Badger state happenings. Complete news along that line has been provided but resultantly the Minnesota news transmitted has been necessarily limited.

Today new teletypes at The Tribune began carrying news directly from the Minnesota circuit, to supplement Wisconsin.

Though this wire arrangement The Tribune will be able not only to increase its ordinary coverage but will be in a position to give more detailed accounts of happenings in the Minnesota legislature and, of course, additional sports.

Present Provisions Vitally Dangerous, Congress Is Told

Return To International Law Sought By Chief Executive As Session Opens; Renews Appeal For Non-Partisanship During Present Crisis

Washington—(AP)—President Roosevelt asked congress Thursday for repeal of the arms embargo provisions of the neutrality law because they are "most vitally dangerous to American neutrality, American security and American peace."

In a message delivered in person to an extraordinary session of the house and senate, he said he could offer no hope that "the shadow over the world might swiftly pass."

Standing on the rostrum of a crowded house chamber, Mr. Roosevelt told senators and representatives he had assembled them to amend legislation which in his best judgment, "so alters the historic foreign policy of the United States that it imperils the peaceful relations of the United States with foreign nations."

Believes United States Can Stay Out

The "crux" of the issue, he said, was repeal of the embargo, which he said had "given aid of munitions to constituted nations, and a "return to international law."

The president took occasion, too, to renew his plea for non-partisanship during the present international crisis and to reassure the nation of his belief that America could keep from being embroiled in Europe's conflict.

"Let no man or group in any walk of life," the president said, "assume exclusive protectorate over the future well-being of America—because I conceive that regardless of party or section the mantle of peace and of patriotism is wide enough to cover us all.

"Let no group assume the exclusive label of the peace 'dove.' We all want peace."

Mr. Roosevelt added that "to say candid judgment" the United States would "succeed in these efforts" to keep out of war.

When and if the embargo is scrapped, the president said there were other phases of policy "re-enforcing American safety" that should be considered.

He listed:

Restricting American merchant vessels, so far as possible, from entering danger zones.

Preventing American citizens from traveling on belligerent vessels.

Requiring foreign bigers to take transfer of title in this country to commodities bought by belligerents. (Cash-and-carry.)

Preventing extension of war credits to belligerents.

Regular Fund Collections

Two other objectives, the chief executive said, have been attained amply under existing law. These are the regulation of collections of funds in this country for belligerents and the maintenance of a license system covering foreign trade in arms, ammunition and implements of war.

The president left to congress, however, the choice of methods by which these "safeguards" should be set up—"so long as the method chosen will meet the needs of new and changing day to day situations and dangers.

"To those who say that this program may involve a step toward war on our part," the chief executive asserted, "I reply that it offers far greater safeguards than we now possess against the ever present danger of protecting American lives and property from danger.

"It is a positive program for giving safety. This means less likelihood of incidents and controversies which tend to draw us into conflict, as they did in the last World war.

"There lies the road to peace."

After relating steps already taken to strengthen the nation's defense, Mr. Roosevelt said he saw "no reason why congress should not, for perfect executive action under his proclamation of a limited state of national emergency, Mr. Roosevelt said the executive branch of the government had done its utmost, within a traditional policy of non-involvement, "to aid in averting the present appalling war."

"Having thus strives and failed," he said, "this government must lose no time or effort to keep our country from being drawn into the war."

Predicts Success

Here he predicted success "in these efforts."

Before leaving the president expressed his desire to be able to offer the hope that the shadow over the world might swiftly pass." But he said:

"I cannot. The facts compel my stating, with candor, that darker periods may be ahead."

Mr. Roosevelt said the disaster abroad was not of American making, but that it was one which would affected to the core our currents of commerce are changing, our minds are filled with new problems, our position in world affairs has already been altered."

A moment later he asserted:

"Fate seems now to have decreed that we must continue to assume the task of helping to maintain in the western world a citadel wherein that civilization may be kept alive. The peace, the integrity and the safety of the Western Hemisphere must be kept firm and secure.

"Thus the president, for some of his listeners, gave the reassurance that the United States would stand firmly behind the Monroe Doctrine.

His message also gave his backing to the neutrality proposals transmitted to congress at its last session by Secretary Hull.

Before Mr. Roosevelt drove to the capitol to address the congress Thursday, senators had been told that after adjourning the regular session, 17 senators opposed to repeal of the arms embargo met to plan their strategy of opposition to repeal of the neutrality act.

Republicans present included Borah of Idaho, Vandenberg of Michigan, Nye of North Dakota,

Irony In Retreat Of Poles Seen

Writer Sees Miserable Human Flood Moving Ahead Of Advancing Russian Forces

By ELMER W. PETERSON

Munkacs, Hungary—(AP)—Soviet Russian troops were reported only 15 miles from the Hungarian border Thursday in their sweep across eastern Poland, moving forward without interruption on the heels of thousands of Polish soldiers and civilians.

The miser, the human flood preceding the Red army continued to pour into Hungary. It was estimated that more than 30,000 Poles had reached Hungarian soil—and still they came.

I saw small children, some half-naked and all, as them hungry. Some of them, separated from their parents, had been taken in hand by Hungarian peasant women. Grown men kept at the sight of these youngsters trooping along in the mud.

I saw blood-spattered trains, bullet-torn automobiles, and damaged military trucks—Polish military equipment.

I saw women, whose faces were white with fatigue. They smiled wanly at the thought that crossing a frontier could give so much personal safety.

I heard young officers pleading for some way of getting information of the fate of their families.

It was a parade of tragic faces. There is irony in this retreat. The case for which the Poles prayed had started, but too late. Now, when the Russian bear, the Polish strength, it adds to the general misery and confusion.

Many of the Polish soldiers' faces tightened when they spoke of the war.

A note of sheer despair: "But what difference does all that make? What has become of my family?"

And seared in one officer's memory: "I saw hundreds of Polish soldiers killed in a hundred. I tell you, trying to fight with armored c rs . . . trying to fight them with nothing but our bare hands."

Assembly Concurs In PSC Reorganization

Madison, Wis.—(AP)—After a long parliamentary battle the assembly Thursday concurred 51 to 45, in the senate bill reorganizing the Public service commission.

Copyright © 2022 Newspapers.com. All Rights Reserved.
Powered by Newspapers.com