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Chronicle: John E Mathews Bridge Edition Presenting The Story of A Great Achievement

Sam D. Melson

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Postpone Bridge Dedication Until February

To allow print shop and editorial help, an extra long Christmas holiday, this edition of the Chronicle was running on the press — several hundred had been printed — when a decision was reached late Tuesday to postpone the formal dedication, slated for Saturday (tomorrow), until early February.

Contractors told a local committee that their insurance did not cover protection for the thousands expected to stream across the span Saturday afternoon.

Gov. Fuller Warren, as a safety measure, declined to pledge the state's credit to insure early crossers.

Inasmuch as this edition is merely a factual history of the bridge, it was decided to continue a partial run, with insertion of this explanation, and later to properly cover the February ceremonies.

Several features were removed from this "make-over" edition. They will appear in February.

Jacksonville takes a step Forward

Formal Opening...

John E. Mathews Bridge

Saturday, Dec. 27th
THE BIG THREE

HE DREAMED IT

To the left is Justice John E. Mathews, of the Florida Supreme Court, who worked on the committee that produced the report. Mr. Mathews is shown supervising the construction of the bridge.

HE BUILT IT

Governor Fuller Warren, who delivered the speech dedicating the bridge, is shown beside his committe chair, James Allen.

Brown Whatley Headed Local Group Which Pushed Plans

Everyone knows Brown L. Whatley, president or director of so many real estate, home-building and development companies that he would probably have to pause for thought before giving you a list of them.

Not everyone may know how much time, investigation, study and effort Mr. Whatley has put into the movement for bridge facilities and highway improvement in this community and no one should get more thrill out of the John E. Mat­­hews Bridge dedication than will Brown L. Whatley this last week in December. He's earned it.

The notable trio in the story of the bridge movement included Mr. Whatley, Mr. S. Kendrick Guernsey and State Senator John E. Mathews — Mr. Whatley as chairman of the highway com­­mittee of the Jacksonville Cham­­ber of Commerce, Mr. Guernsey as a member of the State Road Department, and Senator Mat­­hews as pioneer protagonist spearheading the fight from its inception in the 1920's all the way to its materialization.

Preserved correspondence be­t­­ween members of this Jackson­­ville group shows the successive forward steps through the long and often arduous period in which the improvement crusade moved gradually toward the point where it could be said — so Senator Mathews so crisply put it in his statement to the press — "Now — that is over.

And you are the result."*  

It was after the proposal sub­­mitted to the State Road Depart­­ment and the Florida Improve­­ment Commission by Mr. What­­ley's committee that everything really got going on the way to a happy conclusion.

That proposal included both the expressway and the toll bridge system connecting inter­­state highways at Jacksonville, and was submitted in October, 1926.

The report followed a long and careful survey of traffic con­­ditions and highway needs previous­­ly completed by the road depart­­ment and Federal Public Roads Administration engineers under direction of Mr. W. M. Parker, road department project engi­­nieer.

It followed, also an exhaustive study of the basic plan for pro­­posed highway improvement, designed to overcome many of the most pressing traffic prob­­lems of the immediate com­­munity, while providing an ade­­quate connection of inter-region­­al highways which traverse the local area.

It was not, however, until meetings with citizens' groups, civic and service clubs and com­­munity organizations had been held throughout the county, and wide publicity given to all the suggested changes, that the commit­­tee got down to the job of preparing its report and recom­­mendations. These were worked out only after all the questions which naturally arise in a great undertaking, whether a public improvement or any other, had been answered satisfactorily to the many persons and communi­­ties affected and concerned.

Many problems had to be given most thorough consideration before they could be overcome, and it is to the credit of Mr. Whatley and his co-workers that they were met and solved so promptly as they were.

After all that had gone be­­fore, the committee's recommen­­dations were remarkably simple and brief —

First, a bridge or toll cross­ing between Jacksonville and Arlington.

Second, a further study to be made of the best of three alter­­natives at the north approach to the proposed crossing in the Riverside area — a study which has resulted in the convenient and efficient arrangement now apparent in the construction of the Gladire Street bridge.

Third, necessary plans for the expedi­tion of traffic including the cloverleaf pattern now a part of the expressway system.

Fourth, important details in­­cluding the proposed revenue bond program supported by tolls supplemented by annual appro­­priations from the State Road De­­partment with Federal and State funds; an estimate of cost; a state­­ment of the imperative need for the proposed improvements and finally a challenge to the people of Jacksonville and Duval County to "work together with the utmost cooperation, to the end that these objectives may be realized in the shortest possible time."

Thus the groundwork had been laid. Major problems had been worked out and only minor diff­­iculties remained. It was now up to the State — but no less up to the people to keep up the battle until the victory should be won. And unquestionably it was due to the leadership of Brown L. Whatley and the members of his committee that progress was speeded at a crucial moment and the long-­­sought­­for bridge obj­­ective brought appreciably near­­er its realization.

Members of Mr. Whatley's committee, other than himself as chairman, included these civic leaders:


Ex-officio members were J. L. Moore, president, Chamber of commerce; J. L. Rhodes, secre­­tary of committee; Senator Mat­­hews, sponsor of bridge and high­­way legislation; Lieutenant J. H. Allen, Jacksonville Police De­­partment; Tom Marshall, attor­­ney and improvement advocate, and Harold W. Whitehead, active in real estate and civic advance­­ment projects.

Only Sea Cloud Couldn't Make It

The only vessel that will not be able to pass under the John E. Mathews Bridge, 150 feet above the waters of the St. Johns River, is the banana carrier Sea Cloud II. It is estimated to rise some 30 feet higher than the clearance.

Owner of the Sea Cloud, one of the palatial pleasure craft of the world, is Joseph E. Davies, former ambassador to Russia and well known to many Jacksonville and Florida people.

Mr. Davies is a member of the New-York Yacht Club, the Sea­­wannah Yacht Club at Oyster Bay, the Shetland Club at Palm Beach, and the Gulf Stream Club at Delray.

Another famous vessel of the kind, the Dolphins, will have no trouble at all getting under the St. Johns span. Owned by Hor­­ace Dodge of Detroit, member of the Dodge motor car family, the Dolphins is rated as the largest est steam yacht in the world. It has been having an overhaul­ing by the Merrill-Stevens Co. here.

BROWN WHATLEY
McCartt To Ike's
Inauguration
FT. PIERCE - Gov-elect Dan
McCartt made known here this
week that he would attend the
January 20 inauguration in
Washington, D.C. Eisenhower as the official represen-
tative of Florida. McCartt supported the Democratic ticket
for president.

Governors of all 48 states have
been invited to participate in the
Washington ceremonies.

McCartt's local offices were
closed Tuesday of this week, which
will reopen after the holidays in Tai-
lahosee, where Gov. Warren was
moving out of the executive man-
agement to make it available to the
governor designate December 31.

The McCartt plan to attend the
Orange Bowl game between Alabama and Suriname at Miami
on New Year's Day.

Jaxon Asks For
Miami TV Permit
WASHINGTON - Jack Stein, who
said he owns a controlling
interest in State Distributors, 700
East Third St., Jacksonville, and
who said he resides on Bay
Island Harbor, Miami Beach, this
week became third petitioner in the
FCC for a TV station to serve the
Miami area.

Stein said he would build west of
Ft Lauderdale, and offer cover-
age of an area embracing Mi-
ami.

His bid conflicts with a joint
application of the two Miami
dailies under the name of the
Biscayne Television Co., and also one by a Davie-Cove,
lowa group.

State Distributors wholesalers
applicants.

One of Gov-elect McCartney's
friends, J. T. Voralla, St. Ven-
Beach lawyer, this week was a
$12,000 a year job of state investor
commissioner. In the post, he will
have the supervision of some $50 mi-
lllion cash, collected by the state
to pay "unemployment insur-
anceu.

MIAMI FIGHTS AID TO GATORS
MIAMI - University of Miami
adherents were said behind a
move to try to change the "schol-
arsoro days," at Florida race
tracks, which have been staged
to get money to subsidize the
football teams of the three state
universities.

These Miami fans want the
money, which now goes to the
U. of Florida, FSU and the Flori-
dia A & M College put into a fund
for the medical colleges which
it is trying to get started.

Comment here has been that
Warren kept his word when he
promised during the election campaign, that the U. of Florida
would play in a bowl game be-
fore he left office. Florida played
Tulsa in the Orange Bowl, and
Miami is counting on being m-
ember.

Miami, after this brief ceremony
would be held west of Fort Lauderdale, and offer cover-
age of an area encompassing Mi-
ami.

Jacksonville drug stores oper-
ing Sunday as department stores, in violation of the law,
and without interference from
State pharmacy commissioner
W. A. Haydon. Haydon were being said to be an easy
source of action for Jack-
sonville "con" fans, and as they
were the "summer stock" almost every Sabbath
they were being voted a delinquent
charge.

The bridge will clear the traffic immediately after the
passing of the motorcade. The
official party will attend a har-
borside sponsored by a commit-
tee of Arlington citizens.

After crossing the bridge the
motorcade will proceed under the
Chaussay Boat Truss and pass
northeast to its connection with Atlantic Boulevard
west of Southside.

Cam will then turn right onto
Atlantic Boulevard and follow the
Expressway route back to Chaussee
Road.

Big Verdict
A Dausal jury last week
ended a verdict for $45,000
in favor of E. J. Palvin, Atlantic
Coast Line Railroad engineer in his $50,000 damage suit against
the road.

Palvin was engineer of a south-
bound train which was in head
on collision with another near
Screven, Georgia, on November 27, 1965. He jumped prior to
the crash, suffered permanent injur-
ies.

The jury deliberated about
three hours. John W. Lee, local
title attorney, represented Palvin;
howell and howell was counsel
for the railroad.

Immunity of operations of lo-
cally headquartered Winn and
Lowert Grocery Company was not
questioned when Palvin's statement
was read as a violation of law.

The company was the de-
trailer which was involved in the
accident. Under management of
Board chairman J. E. Dorchin, the firm
has been among the 10 largest
operators of grocier stores in the
world.

BURNS RENEWS
Police Squabble
Virtually ignoring the city's
worst epidemic of auto crashes
in its entire history - 60 car
wracked within one 24 hour pe-
riod during the New Year's holiday,
- Burns this week apparently was
wishing a daily press as a proga-
nouncing board in his long
defeated efforts to get rid of Po-
lice Chief Sherman Cannon.

"Take over" the police depart-
ment 100%.

Burns said that gambling has
been here a long time, is going to be here a long time,
and is going to be here a long
time.

Monday's Journal front-paged
the reported text of a letter Burns
sent Chief Cannon telling the chief to make to research a
against persons arrested by po-
lice on gambling charges.

Police, he said that up to Tuesday noon, no copy of any such
letter had reached Chief Cannon.

Cannon could face municipal
court charges of contempt of court if he bows to the Burns ultimatum.

Three Marines
Vers. One Civilian
A U. S. marine attempt to en-
trace in an automobile collision
failed when one got shot in a
row outside a Roosevelt boule-
vard tavern, testimony at a Mon-
day hearing before Justice Peace
L. B. McCullough indicated.

McCullough bound over for "probable cause", Allen Rawls, 26, escort of two women for
Rawls wounding of one of three
marine sergents who attacked him.

Testimony was that Rawls was
seated with a Mrs. Becker and a Miss Aron; phone company employees, when Sgt. Vernon H.
Tillman, who later got shot in the
head, staggered to the table, smoked a light for his cigarette. The se-
corded time, Miss Aron objected to his finding, and Rawls re-
structed Tillman.

Then, according to testimony, Sgt. J. F. Stanley told Rawls: "You're not my buddy. Come on outside."

Rawls, said he and his girl plan-
ted to join опер on the way home
until the controversy blew in.

One marine, Sgt. H. S. Dweller, followed them outside where "Tillman is in a scuffle.

State Senator Wayne R. Bly-
key, counsel for Rawls, argued his client shot in self defense against an attack by three.
Evolution Of A Great Florida Span

In few major construction jobs may there be a larger number of heavy operations than in the erection of a great bridge.

Here, in the upper-left picture of work on the John E. Mathews Bridge, is shown the process of raising and placing a ten-ton spandrel. Modern mechanical equipment and engineering methods make possible the performance with celebrity and ease, of operations which a few years ago would have been relatively difficult and slow.

To the right of this picture is given a view looking west at a time when the Mathews span was in early stages of construction. At lower left is a southward view, toward the main span over Terminal Channel. At this time the main cantilever arm had been erected to Panel Point 18 and the west arm to Point 19.

Picture at the lower right is looking from Talleyrand Avenue and showing a consider-able section of the steel job. This close-up camera shot gives a very real impression of the wide and towering proportions and the massiveness of the job. A like impression is gained from the center view, showing the girder spans on the west approach.

Thus, step by step one of the most imposing structures of the kind in the entire southern area moved steadily to the joining, on October 31, of the long cantilever truss sections reaching out from opposite shores—a great day for Jacksonville — to be overmatched only by the formal opening this December 27—the materialization of a 25 year dream.
As new horizons open...

Completion of the John E. Mathews Bridge gives access to a vast territory for trade, commerce and development. It will place what has always been known as the Arlington area within a short and interesting ride over this beautiful and majestic bridge. Its construction has already given an impetus to home building and other development in this hitherto virtually undeveloped territory.

Access to the beaches becomes easier for many thousands of Jacksonville's population living in the northern part of the city. Traffic strains will be lessened as this great bridge takes a load off the Main Street Bridge and the Acosta Bridge.

The motorist crossing the Mathews Bridge will have a magnificent view of the City of Jacksonville as well as long and beautiful vistas both up and down the St. Johns River.

This Company congratulates all those who have had a part in the creation of the John E. Mathews Bridge.

STOCKTON, WHATLEY, DAVIN & COMPANY
REAL ESTATE - INSURANCE - MORTGAGES - RENTALS

As new horizons open...
December 26, 1952

"Graceful"

The front-page sketch of the John E. Matthews Bridge is an artist’s reproduction of the work of one of Jacksonville’s firsts, Horace Milton Reynolds, Smith & Hills, co-designed with Parsons, Hall & MacDonald.

The picture illustrates the bridge as it stood at the St. Johns quarter mile down stream.

There are substantial natural waters from the Albert and Hill Streets JACKSONVILLE, in the city, the great spars range 180 feet above mean high-water mark in Terminal Channel.

Observers call it one of the safest bridges in the country as well as imposing structures of the kind in the entire nation.

More than fifty people lose their lives and more than one hundred thousand dollars worth of property is destroyed annually as the New Deal, Christmas fires first announced in Hotel and Restaurant Commissioner James T. Lasonde.

up racial and religious hate, although pretending the reverse.

The widespread falsity prevailing among both Christians and Jews that the Jews are the only Semitic people in the world.

The New Deal, Christmas, with high-water mark in Terminal Channel.

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Kept Promise
Striving Warren Pledged Bridge

Greatest boost the new bridge movement received in the first half of 1943 was in a speech by Hon. Fuller Warren, then campaign manager for the governor. In the course of an address delivered in Hemming Park, Jacksonville, the aspirant for the State's highest office pledged that when elected he would push the long-proposed new project to completion before the expiration of his term. Dedication of the John E. Mathews bridge, the forerunning arms of which were joined on October 31 of this year, shows how well this promise has been kept.

In his Hemming Park address, May 31, 1943, Governor Warren said:

"For the last twenty years the people of Duval County have been very much concerned about additional transportation facilities across the St. Johns River. In recent years the necessity for such facilities has become more apparent — not only in Jacksonville and Duval county, but for the whole East Coast of Florida. Jacksonville has become a bottleneck point of State and Federal roads converging in Jacksonville from south, north, east and west, with only two narrow bridges, badly located, to carry this stream of traffic to its ultimate destination.

"About two years ago, several important negotiations for these transportation facilities, to the advantage of Jacksonville, and the deplorable situation down the East Coast. A year ago last March the State Improvement Commission met, with the chairman and members of the Road Department at Tallahassee, with the Governor presiding. A large delegation from Jacksonville was present, including the president and executive secretary of the Chamber of Commerce, members of the Public Works Committee of the County Commissioners, your State Senator, and many private citizens.

"The meeting lasted for two hours, and at the conclusion of the discussions, which were openly held and widely publicized in all of the daily papers of Florida, the Improvement Commission unanimously adopted a resolution soliciting pledging construction of two additional bridges across the St. Johns River. If Duval County could pledge sufficient surplus income to the State to construct these projects, The State Road Department and the Federal Government would supply the additional money necessary.

"Everybody in Jacksonville and in Duval County was happy. All conflicting opinions had been harmonized. The East Coast was happy that the Scottsneck Bridge at Jacksonville would finally be eliminated.

"My friends, I hold in my hand a copy of the ballot of the meeting, and I say to you that after it was adopted there has been no progress whatever toward awarding these additional facilities across the St. Johns.

"When you elect me Governor, I make you pledge that these projects will be undertaken, and that the entire administration of the Road Department will be an efficient one.

"The nature of said suit being that your petitioner, the Jacksonville Bridge Company, was aggrieved by the order of the Department of Commerce and Industry directing the immediate payment of the sum of $7,500 to the Jacksonville Bridge Company in lieu thereof.

"The purpose of said suit is to establish the facts relative to the making of the payor.
Merritt-Chapman & Scott Brock Unique Construction Skills To The John E. Mathews Bridge Project

With its dedication on December 27th, the John E. Mathews Bridge goes into Merritt-Chapman & Scott Corporation's 95-year-old Album as another of the veteran construction company's long list of "family portraits." Flip the pages of the "Joshuas" completed album assembled through the years by the organization which built the substructure for the new crossing over the St. Johns River, and you see a cross-section of the United States itself — paper mills, schools, hospitals, dams, bridges, steel mills, housing projects, tunnels, chemical plants, piers, pipelines and air bases.

The broad diversification of Merritt-Chapman & Scott construction operations tells the story of a company uniquely equipped with specialist personnel and facilities to handle every conceivable type of project, large or small. To the John E. Mathews Bridge job, Merritt-Chapman & Scott strictly invested more than the specific "know-how" earned through the construction of many of the country's major bridge projects. They also brought such diverse experience in every field of construction — abore or ashore — handed down since the organization was first founded in 1860.

In the common other construction companies, which are engaged in construction jobs to particular fields, Merritt-Chapman & Scott have expanded their scope to cover all, and its present scope of operations extends across the states and to points overseas a far off as New Zealand. In addition, Merritt-Chapman & Scott's work is one of the world's foremost marine salvage organizations, and its fleet of heavy boat floating derelicts, based at New York, is the most powerful in its kind in the United States. Its fleet of floating construction equipment, one type of which is the "Cable," which was assembled on the St. Johns during construction of the John E. Mathews Bridge, similarly ranks as one of the foremost in the United States.

Key to the "Cable" is the base for the "Cable," one of three specially equipped and specially manned vessels put into service last year by a group of services operated by the Marine Salvage Department of Merritt-Chapman & Scott Office Stationed at New York and Kingston, Jamaica, British West Indies. In mid-December, the "Cable" re-floated the cargo vessel "Armas" after a Liberty-type freighter stranded on Colorado's Reef, now off the coast of San Antonio, on the northwest coast of Cuba, and at this writing is towing the vessel 750 miles to Savannah, Georgia, for drydocking.

The widespread diversification of Merritt-Chapman & Scott's construction work ashore and afloat is typified to some extent by its current and recent projects in Florida. At Eastport, on the east shores of Jacksonville, it is currently constructing a 300-ton bridge and paper mill for the St. Johns River Paper Company. For the same company, M-C&S recently completed a 200-ton per day mill at Cantonment, near Pensacola, and is now building a bag plant extension there for the St. Johns "Kraft Center.

Other Merritt-Chapman & Scott construction projects in Florida within recent years include: a day Kraft paper mill at Palatka for the Hudson Pulp & Paper Company; Nice facilities at Green Cove Springs for the U. S. Navy, and a paper mill unit at Port St. Joe for the St. Johns River Paper Company. At Clayville, Georgia, just across the St. John's line, Merritt-Chapman & Scott is currently building a 500-ton per day Kraft pulp, board and paper mill for the National Container Corporation. At Savannah, M-C&S is designing and constructing a 300-foot level bridge project across the Savannah River that will cut approximately 5½ miles from the U. S. 17 coastal route between Savannah and Publix, Georgia. Robert L. Koon, who was Merritt-Chapman & Scott project manager for the John E. Mathews Bridge, is now M-C&S project manager for the Savannah River Bridge.

The diversification of Merritt-Chapman & Scott's construction work is shown in the following partial list of major projects currently underway or recently completed in various parts of the United States:

A dam more than two miles long on the American River at Sacramento, Calif., for the U. S. Army Corps of Engineers. This is a joint venture project in association with one other contractor.

A U. S. Army Signal Corps Data Center on the Tobacco Island, Pa., that was one of the largest in its kind in the U. S.

A vehicular tunnel beneath the Elizabeth River at Norfolk, Va., which opened for traffic last May.

Chemical plant installations at Clarksdale, Del. and Palatka, Va., and East St. Louis, Ill., for the General Chemical and Savoy Proprietary Divisions of the Allied Chemical & Dye Corporation.

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A 900-bed Veterans Administration Hospital at West Haven, Conn.

Additional facilities at Sampson Air Force Base near Geneva, New York, for the U. S. Army Corps of Engineers.

Bulk fuel storage facilities at Charleston, South Carolina for the U. S. Army Corps of Engineers, and at Newport, R. I., for the U. S. Navy.

Substructure and deck for New York City's new Pier 57, a joint venture project for the Port Authority.

A coal storage dock on Lake Michigan at South Milwaukee, Wis., for the Wisconsin Electric Power Company.

A 10,199 foot bridge across Ray St. Louis, Mississippi for the Mississippi State Highway Commission.

Hospitals for the State of New York at Poughkeepsie and Utica, N. Y.

Pier foundations for the New York State Thruway Bridge across the Hudson River between the city of New York and New Jersey at Port Jervis.

Rockaway Sewage Treatment Works and Gansevoort Ductile Iron for the New York City's Department of Public Works.

Substructure for the Expressway Bridge across the Muscoot River at Teltos, for the State of Ohio.

Substructures for bridges at Norwood and across the Chel­ sea River at Boston, for the Commonwealth of Massachusetts.

In addition to its work in the United States, Merritt-Chapman & Scott has constructed a number of extensive projects outside the country, including two for the U. S. Army Corps of Engineers. One of these is in Bermuda, where it is constructing additional facilities for the Kingsley Air Force Base. In association with other construction companies, M-C&S is building a wholesale plant for the Mather Portland Cement Company, and a water supply system at Havana, Cuba. At Hadena, Israel, the corporation is presently supervising the construction and equipment of a paper mill for the American Israel Paper Mills, Ltd., that will be the first of its kind in the Middle East.

General offices of Merritt-Chapman & Scott are now located at 17 Battery Place, New York, N. Y. In addition to its headquarters, the company's expanded scope of operations has led to the construction of the company's New York home office building at 260 Madison Avenue, and to the purchase of the entire two story, brick building in one piece at $1,800,000.

The John E. Mathews Bridge Project was first founded in 1860.

Christmas — New Year's — Happiness to All
Pass Over New Mathews Bridge — Congratulations
LET US FEED YOU ONE TIME — RE-OPENED
Very Best Food Cooked Right — Soft Drinks
And Beer — Open 6:30 A.M. — Close Midnight —
WE APPRECIATE YOUR BUSINESS

EDISON CAFE
3236 Edison Avenue
Phone 6-9226

Christmas Greetings — Would like to say "Hello" to every­
one crossing over New Mathews Bridge
If you are now located in Arlington or intend to locate in the Arlington vicinity in the near future, we will tell you of our quick dependable service — Our Reputation in Arlington We are very proud of as leaders in this line.

Arlington Fuel Oil Co.
Arlington Phone 9-4914

GALLESPIE
Construction Co., Inc.
BUILDERS OF HIGH QUALITY HOMES
AND INDUSTRIAL STRUCTURES SINCE 1910

"BONDED BUILDERS"

CONGRATULATIONS TO THOSE WHO GAVE US THE BRIDGE
MERRY CHRISTMAS FROM
JACK'S DRIVE INN
We Specialize in
BARBECUE — STEAKS — FRIED CHICKEN
"Better Than The Rest"
1171 Edgewood at Mayflower Street Phone 5-6225

CHRONICLE

"Boss" Johnson
Has Fine Record

Few men in the field of en­
gineering have crowded more ac­
tion into their careers in the same length of time than has Stanley L. Johnson, resident engineer on John E. Math­ews Bridge project.

Mr. Johnson, with his offices on the spot of this big construction job, has watched over every operation affecting its design from the first hour in its creation. His work began immediately upon his arrival in Jacksonville in July, 1950, and it has been continued all these months with no interruptions other than those one may manage to claim at week-ends.

Along with the designing arch­itects whose plans he has car­
ted to completion, Mr. Johnson is one of those whose names will be associated with this magni­_cent structure for all time. As­ sociated architects are Raymond Smith & Hills of Jacksonville and Paronico, Brinkerhoff, Hall & Macdonald of New York. Mr. Johnson was born in Ot­


C�R EW S Bonding Agency

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PHONE 2-3971 for the West End.

126 West Ashley Street
Phone 4-6033
Racing Return Draws Throngs

With the start of the new greyhound racing season at the Jacksenville Kennel Club there is every reason to believe the kennel competition will be keener than ever.

Racing fans will recall there was an exceptionally tight fit during the short Fall season at Orange Park when Sam Gerard finished just a shade ahead of the Runaway string.

E. L. Becker, whose dogs did not get off to such a successful start, came fast in the final weeks to earn the third spot. Fred Whitehead finished fourth and J. M. Edwards was fifth.

Since the present season runs to April 8 there is every reason to believe the Becker dogs will remain close to the top if not actually showing the way to all rivals.

The surprise of the season at Orange Park was that Howard Houston finished so far back, in fact his outfit was 11th amongst the 21 kennels. Surely one may confidently expect the Houston dogs will do much better at the McDuff Avenue oval. Frankly at the Houston barn yard should wind up among the first five.

There is no doubt that the three outstanding greyhound in the moment are Route Five, a Howard Houston dog, E. L. Beck er's Top Design, and Star of the J. M. Edwards' kennel.

An extra large crowd, with brisk mutual action greeted the return of the sport Christmas night.

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Holiday Greetings

CHRONICLE

N. Y. C. FIRM SUPERVISED

In 87 years of engineering practice, since its founding in 1830 by William Barclay Parsons, the firm of Parsons, Brinckerhoff, Hall & Macdonald has served in practically every branch of light and heavy construction. These broad fields encompass an extensive diversity of engineering activities.

The design of long span bridges of the magnitude of the John E. Mathews Bridge is but one phase of the work of this firm. Current Parsons, Brinckerhoff, Hall & Macdonald are engaged in engineering and economic studies and reports; designs; contract plans; specifications, and construction supervision of varied small as well as large projects for commerce, industry and government in this country and in foreign lands. In the field of transportation, this firm has been responsible for the engineering of highways, expressways, airports, subways, railways and has prepared many important traffic and engineering reports. Related projects include harbor works, canals and port developments. Other phases of engineering in which the firm also actively engaged include power projects, dams, industrial developments, buildings, housing, over head and waste disposal and water supply.

The present staff of this firm consists of more than 400 engineers located in the main offices in New York City, and in the twelve field offices in this country and abroad. Mr. Maurice N. Quade, Parsons, Brinckerhoff, Hall & Macdonald, has been responsible for the John E. Mathews Bridge. Mr. Stanley L. Johnson is the assistant engineer on the project.

Rickey Green "Not-Talker"

The man, Rickey Green — address Florida State Road Department, 120 East Bay Street, Jack- sonville.

The job, Road Department engineer, in charge of the Jack- sonville Expressway project, in which the John E. Mathews Bridge is an essential link.

His duties — compressed into the single objective of seeing that one of the State's most important highway undertakings goes through according to plans.

His personal habits — to stick close to the job, talk freely about 'most anything but him, self, and let results speak for themselves.

Born in Birmingham, Ala., Mr. Green received his elementary and high school education there and at Tuscaloosa. Later he attended the University of Alaba- ma.

He is a registered professional engineer, and a member of the Florida Society of Professional Engineers. In Jacksonville he is a member, also, of the Riverside Presbyterian Church.

Mr. Green has been with the State Road Department since 1920 — 26 years in all — and has had an active part in many of the State's greatest highway ins- tructions.

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City Owes Debt To Guernsey
Of those who took leading parts in the two-bridge move- ment, when it got to the planning stage in 1946, none has been more ardent and enthusiastic than R. Kendrick Guernsey, member of the State Road Department from 1923 to 1934. It was he who wrote to Senator John E. Mathews on January 17, and said:
"You are 100 percent right. The traffic situation which has developed is truly frightful, and bids fair to become continually worse as new cars become available and housing and accommodations increase in the tourist sections. Be assured that I have already started the ball rolling toward securing at least one new bridge, with the hope that eventually we may have two. Toward securing one or more bridges we shall need the assistance of both of our newspapers, and of every thinking citizen. We are going to need all our friends."
Again in July, further endorsing the movement, Mr. Guernsey said:
"Several months ago Senator Mathews in his campaign urged two new bridges for Jacksonville. My reply, which was quoted in the newspapers, was that "You are exactly right, Senator Mathews."
"The need for two new bridges across the St. Johns is even greater today than it was then, and will become increasingly more necessary as post-war automobile travel resumes. I am assured of your cooperation in every way.
"It was in this spirit that the two-bridge proposal was pushed to its present stage in Jacksonville, Governor after another joined the short list of sponsors, featuring new plans, including that now named for Senator Mathews, as Mr. Guernsey, "a forty years as a member of the Road Department, is one of the great number of services in which he has been actively engaged. Since 1928 he has been vice president of Gulf Life Insurance Co. That would seem to be enough to keep any good man busy. Yet from 1942 to 1948 he was a member of the Senate, and from long before, has been written a record of ceaseless endeavor — constructive, that is, for the good of the citizens, and, service, club, and other philanthropic organizations.

Retail business, Orlando, up to 1922; real estate and investments, 1922-1942; president Church Street Bank, Orlando, 1925-1930; president Peninsula Chemical Co., 1923-1927; member finance committee, Gulf Life Insurance Co., since 1923; serving in United States Army, World War II; discharged as first lieutenant; an organizer of Orlando Rotary Club, 1920, and served as secretary-treasurer of Orange County Thirty-Ninth Rotary District, (Florida and Georgia), 1923; Rotary International, 1947-1948; on Boys Work Committee, studies the design and, frequent-
Geo. Auchter Co.  
Hurried Piers

It was due to the careful planning, prompt get-away and steady driving of the George D. Auchter Co. on the pier job for the Mathews Bridge that the big Jacksonville - Arlington construction project was "good and ready" for work to start on the substructure contract early in April last year - less than a year after the pier job got under way.

Four of the eight massive piers on the west bank of the river were completed by the end of December, 1958 - within seven months; and the steady forward-push on this phase of the undertaking was regarded from the beginning as a good omen for completion of the entire job well within the original time estimate.

The Auchter company maintains its offices at 6252 Beaver St., Jacksonville. George D. Auchter, Sr., is president of the firm.

Local Concern
Built Road Links

Few firms of its classification are more widely or favorably known than the Duval Engineering & Contracting Co., of Jacksonville.

It is due to the efficient and energetic pushing of the work of this company on the Jacksonville Expressway job that that undertaking has gone as far as it has in so short a time.

In addition to the mile-and-a-half link between Main Street and the Mathews Bridge, the Duval company in November was the successful bidder on the east and west approaches to the Gilmore Bridge.

Duval Engineering & Contracting maintains its offices at 1716 East Adams St. George H. Hodges is president of the firm, whose stabled business and services include those of paving, roads, excavating, grading, sewers, pile driving, dredging, and general contracting.

CHRONICLE

It Took A Lot Of Material  
To Span Mile Wide St. Johns

The Florida State Road Department, under the chairmanship of Alfred A. McKethan, has begun work as far as the present in the development of the John E. Mathews Bridge. The first step in the project is the choice of an alignment in the Jacksonville Expressway area where a span will be located between Jacksonville and Arlington. It is the first high-level crossing of the St. Johns River.

Between abdomen columns, the Mathews bridge is 3,713 feet; 8 feet long and 6 inches wide. For bridges of this kind, provides four 12 feet wide traffic lanes of Florida Ave.

The eastern section crosses the Jacksonville Expressway and terminates at the western approach arches at Florida Ave. The basic detail of this relatively long high-level cantilever bridge of interest are of interest. The cantilevers are of the single shaft variety. Of the structure of the bridge is comprised of six truss spans with an aggregate length of 2,605 feet. The main span of 110 feet over Terminal Channel, is a cantilever truss, flanked by anchor spans each 50 feet long. A 4 foot through truss crosses Arlington Cut, providing a clear channel of the depth of the river at the bridge abutment at Florida Avenue.

The eastern approach structure has fourteen deck girder spans varying in length from 115 feet to 60 feet, and twenty-one stringer spans each 50 feet in length.

Foundation conditions at the site presented both design and construction problems. The principal of the foundation material in this locality is a calcareous sandy clay substance, commonly called marl. This material extends to a great depth and is underlain by alternating layers of silt, silty sand, limestone, marl, sandy marl and sand stone, all of varying thickness, hardness and stratification. In the area the limestone varies from nearly nothing to a series of layers totalling 6 feet thick. In discussing each footing, presented a different problem. In several of the footings variations were found within the individual footing area.

The substructure for the bridge consists of reinforced concrete piers and abutments, all founded on steel bearing piles, with the exception of two piers under the large spans. These two piers are founded on precast concrete piles with concrete caps. One half of them are composite piles, each of which has a steel bearing pile cast into the lower end of the concrete pile.

For the west approach girder spans, the steel bearing piles were driven to limonite rock as point bearing piles. For the east approach girder spans, steel bearing piles were driven through the relatively thin limonite crust to reach the marl and serve as friction bearing piles. For the stringer spans 20 inch square concrete piles were used. These piles varied in length from 60 feet to 50 feet and depending upon the substructure face conditions, were driven into the limonite or through the limonite into the marl.

Five of the seven piers under the east approach spans were founded on steel bearing piles; the other two are founded on spread footings. Where spread footings were used the limonite is thick and over-lies hard marl of considerable depth.

The seven truss piers were designed as frame structure with rigid top and bottom struts. The other piers are similar with the exception that both struts were not required.
**These Citizens Saw The Need**

Names of many persons of prominence appear in the minutes of the Duval County New Bridge Association, otherwise known as the Jacksonville Bridge Association, pushing the movement for the Jacksonville-Arlington bridge in 1939.

Officers were B. C. Bank, president; Mrs. W. S. Jennings, first vice president; George W. Parkhill, treasurer; Frank H. Emsore, Sr., assistant treasurer; R. C. Bell, secretary; and J. E. Buck, assistant secretary.

The board of directors included these 110 workers for community progress:

- George W. Parkhill, Gov. Hutchinson
- Mrs. Sam Chaffee
- Mrs. J. D. Alderman, J. W. Harrison
- Judge W. W. Anderson
- Alfred L. dePauw, H. C. Steale
- Lee M. Bunting, Sam A. Marshall
- Charles A. Clark, J. E. Kavanagh
- J. H. Pincus, John E. Mathews
- J. W. Blalock
- L. Joseph, J. B. Hall
- Rawls
- B. Noble, Paul Vetter
- Frank Redavats
- France, Walter C. Warrington
- Hutchinson, Mrs. Jay H. Durkee
- J. R. Benson
- Martin G. Williams

...and many others.

**It Took A Lot**

(Continued from Page 1)

*Structural Steel in Truss Spans*

- 12,536,000 pounds

Silicon Steel in Truss Spans - 3,689,000 pounds

Steel Grating Floor - 38,000 square feet.

The design of the John E. Mathews Bridge was undertaken by Reynolds, Smith and Hills of Jacksonville, and Parsons, Buckley, Hill and Macmillan of New York City, jointly serving as Associated Architects and Engineers. Mr. Maurice N. Quade, partner of the latter firm, was responsible for the overall supervision of the project. The Associated Architects and Engineers served the Florida State Road Department, which is directed by Mr. Alfred A. McKeel, chairman. Mr. Sam P. Turnbull is State Highway Engineer and Mr. W. E. Dean is Engineer of Bridges of the State Road Department, which is directed by Mr. Alfred A. McKeel, chairman.

The principal contractors were Merrill-Chapman & Scott of New York City for all of the structure, with the exception of the pier caps, which were completed in an initial contract by the George D. Auch Company of Jacksonville. The Bethlehem Steel Company was the contractor for the superstructure.

The sub-contractors were the Industrial Contracting Company and Associates for the concrete deck and railing; the Miller Electric Company for the bridge lighting; and Conomos Company for the painting.

**Colored Citizens Give Cooperation**

Leading Jacksonville colored business firms, and individuals, are taking a part in the celebration incident to opening of the John E. Mathews bridge.

Those who were listed as among the many giving aid, included:

- Afro-American Life Insurance Company, the following medical doctors: J. F. Patterson, L. E. Childs, S. S. Campbell, G. W. Mcintosh and W. R. Toney.

John E. Mathews Bridge - Established by the Jacksonville Board of Realtors through these members:
- L. I. Alexander
- R. D. Ballard
- Frank Thompson
- Henry Williams
- Gladys C. Vaughn
- Marshall L. Brown
- J. E. Hutchinson
- Margaret Williams and N. W. Dudley.

These funeral homes: Whittington Funeral Home, Huf, Funeral Home and Carter Funeral Home. Also, the Willis Smith Store, druggists.

**Made The Pigs**

Robert (Bob) Fisher, one of the city's leading commercial photographers, at 20 East Bay street, made all the photographs of the bridge used in this edition.

He was official photographer for the state road department.

Copies of his work will appear in many publications of the country. The N. Y. Times ran a picture of the bridge, Sunday, December 7. Prints have been sent to the magazine house organ of Gov-elect Dan McCarty - Chapman - Scott, New York City, for use there and elsewhere.

Robert, Klopset, Sr., offered a state racing board post, bowed out of favor of his son, Robert, Jr., said reports in political circles this week. The appointment was said to have been engineered by Billy Stark, a brother-in-law of Gov-elect Dan McCarty to the great disappointment of Herbert.

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**CHRISTMAS**

To our consumers, we wish for you all the excitement and pleasure of a joyous Christmas season.