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

Sam D. Melson

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JOHN E.
MATHEWS
BRIDGE
EDITION

Chronicle

VOL. IX—NO. 13

JACKSONVILLE, FLORIDA, FRIDAY, DECEMBER 26, 1952

Presenting
The Story of
A GREAT
ACHIEVE-
MENT

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*



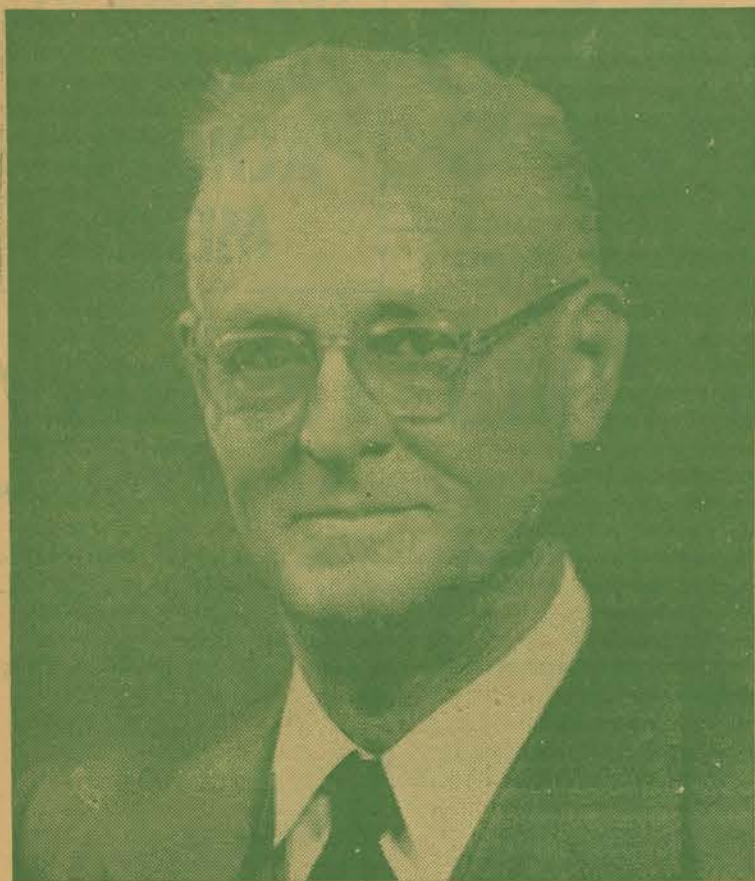
Formal Opening...

John E. Mathews Bridge

Saturday, Dec. 27th

THE BIG THREE

HE DREAMED IT



JUSTICE JOHN E. MATHEWS

To the left is Justice John E. Mathews, of the Florida Supreme Court, who as county attorney, legislator, state senator, dreamed up the idea of the bridge, more than one quarter of a century ago, and who lived to see it built and named in his honor.

To his right is Jaxon-Governor Fuller Warren who told the various state boards he named to go ahead and build the bridge.

Beneath them is Jaxon Brown Whatley, who as chairman of the roads committee of the Chamber of Commerce is the man who in the role of chief civic leader supervised the working out of the thousands of details which kept conflicting interests happy with procedure on the mammoth project.

HE BUILT IT



GOVERNOR FULLER WARREN

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.

But not everyone may know how much of 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 includes 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 — as Senator Mathews so crisply put it in his statement to the press — "Now — that is over. And you see 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 express parkway and the toll-bridge system connecting interstate highways at Jacksonville,

and was submitted in October, 1946.

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 engineer.

It followed, also an exhaustive study of the basic plan for proposed highway improvements, 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 tunnel 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 Gilmore Street bridge.

Third, necessary plans for the expediting 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 of 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-pressed-for bridge objective brought appreciably nearer its realization.

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

James R. Stockton, vice chairman; Robert M. Angas, Henry

HE FOLLOWED THROUGH



BROWN WHATLEY

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 is the yacht Sea Cloud. Its masts rise some 20 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 Seawannaka Yacht Club at Oyster Bay, the Shellfish Club at Palm Beach, and the Gulf Stream Club at Delray.

Another famous vessel of the kind, the Delphine, 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 Delphine is rated as the largest steam yacht in the world. It has been having an overhauling by the Merrill-Stevens Co. here.

Dew, J. M. Erskine, S. Ralph Fetner, George W. Gibbs, Sr., Chalmers D. Horne, Thomas C. Imeson, George Martin, J. C. McClure.

Robert R. Milam, S. L. Monroe, W. L. Moss, Clarence Nussbaum, Allen Poucher, L. A. Raulerson, T. E. Satchwell, Jr., Frank E. Snell, J. P. Walker, C. Frank Whitehead, A. N. Wilkerson.

Exofficio 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.

CHEERS GREET CLOSING GAP

Cheers rose with the flag.

They marked the hoisting of the first piece of steel to span the gap between the east and west arms of the John E. Mathews Bridge, from a barge in the St. Johns to its place 149 feet above the surface of the stream.

It was the first time the great river had been spanned since the Main Street bridge was opened to traffic twelve years before.

The raising and placing of the connecting beam took place October 31, approximately one year from the beginning of the superstructure job.

The event was a momentous one in the progress of the greatest construction project of its kind in the Jacksonville and Duval County area.

Mrs. G. P. Bullard, wife of the eastern representative of the Bethlehem Steel Co., hoisted the flag on the 67-foot 16-ton beam, which then was swung from the barge aloft to its place in the bridge.

Other than Mr. and Mrs. Bullard, present and having part in the event were Mr. and Mrs. D. S. Blankenship, W. A. Aichel, Mr. and Mrs. Don Smith, Mr. and Mrs. Stanley L. Johnson, J. F. Reynolds, Ivan H. Smith, P. M. Huddleston, and Richey Green.

Mr. Blankenship is resident representative of the Bethlehem Steel Co., superstructure contracting concern; Mr. Aichel, Bethlehem's contracting manager; Mr. Smith, Bethlehem resident engineer; Mr. Johnson, resident engineer for the associated architectural firms of Parsons, Brinckerhoff, Hall & Macdonald, New York, and Reynolds, Smith & Hills, Jacksonville; Messrs. Reynolds, Smith and Huddleston, representing the Jacksonville firm, and Mr. Green, Florida State Road Department engineer in charge of the Jacksonville Expressway job.

McCarty To Ike's Inauguration

FT. PIERCE — Gov-elect Dan McCartney made known here this week that he would attend the January 21 inauguration in Washington of Gen. Dwight D. Eisenhower as the official representative of Florida. McCartney supported the Democratic ticket for president.

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

McCartney's local offices were closed Tuesday of this week, will reopen after the holidays in Tallahassee, where Gov. Warren is moving out of the executive mansion to make it available to the governor designate December 31.

The McCartney plan to attend the Orange Bowl game between Alabama and Syracuse 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 Union street, Jacksonville, and who said he resides on Bay Harbor Island, Miami Beach, this week became third petitioner to the FCC for a TV station to serve the Miami area.

Stein said he would build west of Ft. Lauderdale, and offer coverage of an area embracing Miami.

His bid conflicts with a joint application of the two Miami dailies under the name of the Biscayne Television Corporation and also one by a Davenport, Iowa group.

State Distributors wholesales appliances.

One of Gov-elect McCartney's "top five", J. T. Vocelle, 53, Vero Beach lawyer, this week was awarded the \$12,000 a year job of state industrial commissioner. In the post, he will have the supervision of some \$80 millions cash, collected by the state to pay "unemployment insurance."

PUBLIC INVITED TO GATOR BOWL BRIDGE CEREMONIES SATURDAY 2 P. M.

Three of the outstanding citizens who carried on the movement for construction of the John E. Mathews Bridge will deliver the main addresses in the opening of the Jacksonville - Arlington span Saturday afternoon of this week.

They are former State Senator Mathews, now a justice of the Florida Supreme Court; Governor Fuller Warren, and Chairman Alfred A. McKethan of the State Road Department.

The addresses will be delivered at public ceremonies at the Gator Bowl, beginning at 2 o'clock, and will follow welcoming addresses by Mayor Haydon Burns and Chairman Joe F. Hammond, of the Board of County Commissioners.

Serving as master of ceremonies will be Brown L. Whatley, chairman of the committee which has planned the program. Mr. Whatley, as chairman of the Good Roads Committee of the Jacksonville Chamber of Commerce, was one of the most energetic workers in the bridge movement when it got on the way to realization in 1946.

MIAMI FIGHTS AID TO GATORS

MIAMI — University of Miami adherents were said behind a move to try to change the "scholarship 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 Florida A & M College put into a fund to help the medical college which it is trying to get started.

Comment here has been that Gov. Warren kept his word when he promised during the election campaign, that the U. of Florida would play in a bowl game before he left office. Florida plays Tulsa in the Gator Bowl Jacksonville, on New Year's Day.

The Miami team took a severe drubbing from the Gators the past season.

Jacksonville drug stores operating Sunday as department stores, in violation of the law, and without interference from Mayor-police commissioner W. Haydon Burns were said to be an easy source of alcohol for Jacksonville's "skid row" folks as they "lineup" almost every Sabbath morning before downtown Lane's and Walgreen's to get bottles of bay rum and other alcoholic products.

Burns Renews Police Squabble

Virtually ignoring the city's worst epidemic of auto crashes in its entire history — 60 car wrecks within one 24 hour period — Mayor W. Haydon Burns this week apparently was using a willing daily press as a propaganda sounding board in his long defeated efforts to get rid of Police Chief Sherman Cannon and "take over" the police department 100%.

Observers said that gambling has been here a long time, is going to be here a long time, but that they weren't the slightest bit fooled by Burns kicking the gambling ball around to try to create an impression with the public that he is Simon pure.

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

Police headquarters 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, said attorneys, as under date of December 16, Municipal Judge Charles Miller advised Cannon in writing to ask for disposition by his court of all cases placed on the police docket, in conformance with existing laws.

Trying the generally shabbily prepared cases in county courts would amount to added costs to help Burns build a "justice of the peace" machine, and result in a large majority going loose, attorneys opined.

Three Marines Vs. One Civilian

A U. S. marine attempt to establish a feminine beach head failed when one got shot in a row outside a Roosevelt boulevard tavern, testimony at a Monday hearing before Peace Justice L. B. McCullough indicated.

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

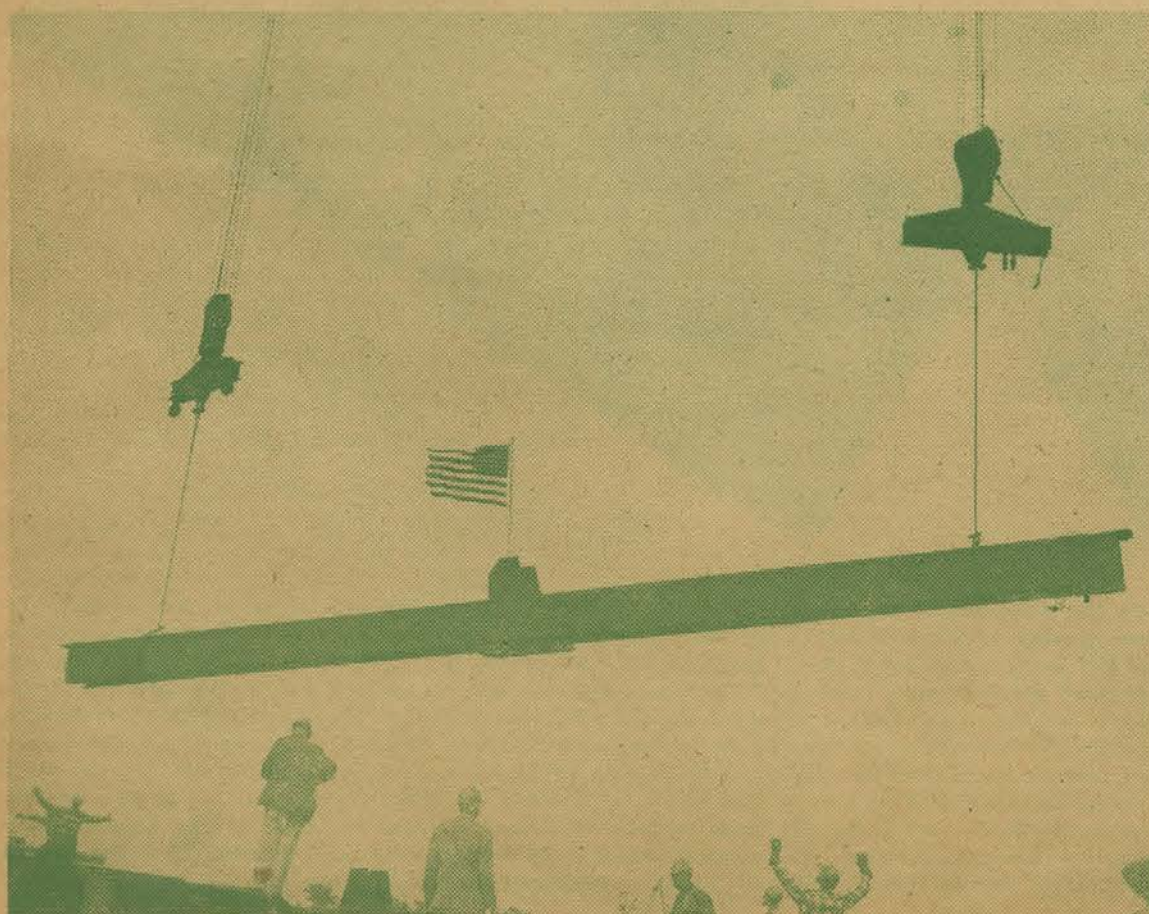
Testimony was that Rawls was seated with a Mrs. Barker and a Miss Acorn, phone company employes, when Sgt. Vernon H. Tillman, who later got shot in the leg, staggered to the table, sought a light for his cigarette. The second time, Miss Acorn objected to his fondling, and Rawls rebuked Tillman.

Then, according to testimony, Sgt. J. F. Stanley told Rawls: "He (Tillman) is my buddy. Come on outside."

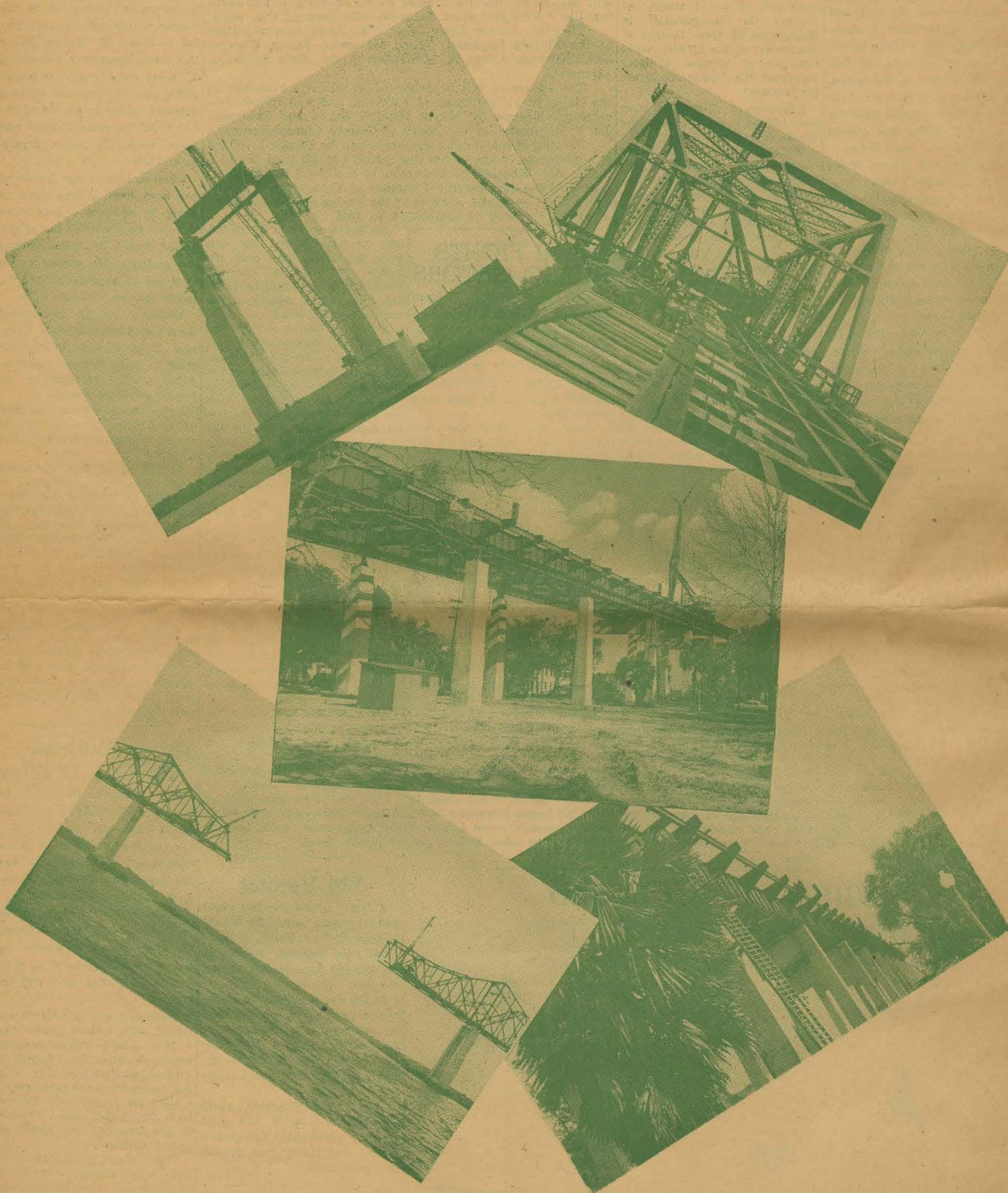
Rawls said he and his girl planned to go outside to sit in their car until the controversy blew over. Instead, Tillman, Stanley and a third marine, Sgt. H. S. Dubberly followed them outside where Tillman got shot during a scuffle.

State Senator Wayne E. Ripley, counsel for Rawls, argued his client shot in self defense against an attack by three.

THE GAP IS CLOSED



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 perfor-

mance, with celerity 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 east - looking from Talleyrand avenue and showing a considerable 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 — an event marked by the attendance of repre-

sentatives of the several construction companies, architects and engineers on the ground, the public and the press, and by the hoisting of the American flag, to fly proudly from the connecting beam. It was a great day for Jacksonville — to be overmatched only by the formal opening this December 27 — the materialization of a 25 year dream.

Justice Mathews Launched Bridge Efforts One Quarter Century Ago

Dedication of the John E. Mathews Bridge, spanning the St. Johns between Jacksonville and Arlington, marks the realization of an objective that had its inception all of 25 years ago in the mind of the man in whose honor this vast structure has been named.

It is the materialization of a great vision — the coming true of a mighty dream.

It was back in the year 1928 that John E. Mathews, then a candidate for membership in the Legislature, began his advocacy of a bridge across the St. Johns from the East Arlington area.

The following year, as a member of the lawmaking body, he secured passage of a measure providing for an election on the question of issuing bonds for the proposed span.

And then the real battle began.

Sentiment divided. There were pros and cons, friends and foes, allies and antis, and every one for or against; those who favored the proposal enthusiastically, and those who fought it vigorously.

Before every official body, civ-

ic group and service club in the community the proposal was debated again and again. It was the talk on the streets and in the homes until even first-grade pupils in the schools were taking sides on the playgrounds.

Then to climax the general discussion came the great debate between Mathews and Robert H. Anderson, at the Duval County Armory on December 11, 1930.

All Jacksonville was there — all that could get into the building — to hear the verbal duel. The rest had to stand in the street.

It was the great outstanding event of the bond campaign — to be talked about for many days after, and the arguments of its principals quoted by advocates and antis alike.

But the election was a setback for the bridge.

The bond issue was voted down; and Jacksonville for the time turned to observe the progress of the Main Street bridge, built with accumulated and surplus tolls from the Acosta bri-

dge and a contribution from the State Road Department.

And that, said opponents in the Arlington bridge fight — "that is that." It would be many a long day, they said, before interest should revive in the other and greater span.

But the end was not yet.

While the Main Street Bridge Association was getting a needed structure across the river to and from the Southside, there also had been organized the Arlington Bridge Association — many members of which are still around to indulge the sense of self-congratulation on the final realization of their aims.

The Arlington Bridge Association was composed of leaders in the civic life of the city and county; it had pushed the bridge campaign vigorously; and that it had lost in the bond election deterred these citizens not at all.

They simply went on — and ahead. And John E. Mathews led the van.

Mathews let the van. The crusade gained momentum, and soon Jacksonville and Duval county realized that it was not going to end in a day.

And there were more reasons than the fact that a large group of leading taxpayer citizens wanted another bridge.

Ever-increasing traffic was pouring into and through the main part of the city, and congesting its thoroughfares in a degree to cause motorists caught in the mid town jams, like the pedestrians cooling restless heels at the intersections, to contemplate the scene and say:

"Mathews is right. The bridge association is right. Jacksonville needs another bridge — maybe two."

But great movements are sel-

dom put through without a series of starts and stops, on-movings and halts. An so it was not until 1945 and 1946 — fifteen years later! — that many friends of the Arlington bridge took confident hope again.

Mr. Mathews and those working closely with him had never lost heart; but it was a long time since the legislature campaign of 1928, the first proposal for the greater bridge, and the disappointing result of the 1930 bond election.

Yet through these intervening years Jacksonville's population had steadily and rapidly grown: in the trite and hackneyed phrase indeed by leaps and bounds; and it was being said that "The time has come."

The time had come not for one new bridge, but for the two that people wished they had as traffic thickened and congested and clotted in the streets each day.

So it was that at this later time the new-bridge proposal was widened to include both the Arlington span and a long-needed one for the Riverside district.

Original advocates of the Arlington bridge remembered that it was the vote in the Riverside area that had done much to defeat the 1930 bond issue—for one of the questions thrashed out in that year was whether the proposed new bridge should not span the river, there, rather than from Jacksonville to Arlington.

The time had arrived, in 1945, when it could be said with no reasonable contradiction that bridges were needed at both these points on the St. Johns. It was therefore good politics, as well as the answer to a logical demand, that the new proposal should include both spans.

Mr Mathews was now in the State Senate. Both he and his cause had grown—the one in influence and power, the other in evidence of the necessity for its early realization.

"And now," said Senator Mathews in a published announcement — "now is the time to act. . . . I am confident these bridges can be built by the State Road Department or the State Improvement Commission, or both, with Federal aid and without the imposition of additional ad valorem taxes. I am appealing to the State Road Department to begin at once the necessary survey, so funds can be earmarked for these projects."

From this point the story moves swiftly.

S. Kenneth Guernsey, Duval county member of the State Road Commission, joined earnestly in the effort. Other leaders promptly took their places in line — including Brown L. Whatley, chairman of the Good Roads Committee of the Jacksonville Chamber of Commerce, and others prominent in the chamber's activities.

After surveys and investigations and the recommendation of a road department engineer favoring the Riverside bridge but eliminating the Arlington span, Senator Mathews and Mr. Whatley addressed protest meetings and hearings throughout the county; and soon public sentiment was unified in its demand for the Arlington bridge and asking that it have first consideration.

There followed, then, favorable action by the Chamber of Com-

merce, the Jacksonville City Commission, the County Commissioners, the State Improvement Commission, and the State Road Department—each from its own angle bringing into focus the long divergent lines of action.

In the meantime there was a big speaking night in Hemming Park. The Hon. Fuller Warren was running for the governorship; and that evening, in the course of his address he said: "I make this solemn pledge—that this project will be undertaken and completed during my administration."

How well that promise has been kept is best evidenced by the dedication ceremonies at the new bridge this December 27, before the expiration of the Warren term of office.

It was after Governor Warren's inauguration that the several official bodies, following his first directive to the State Improvement Commission and the State Road Department, moved steadily in unison toward the long visioned objective.

Then in September, 1950, the State Improvement Commission, on the suggestion of Governor Warren, directed to the State Road Department its request that the Jacksonville-Arlington span be designated the John E. Mathews Bridge. Action was taken accordingly, by the Road Department and by the Board of County Commissioners. In the course of its resolution the Improvement Commission said:

"In working out the details of this program, and securing approval of the various agencies, hundreds of conferences have been necessary. . . . In all of these conferences and meetings, in Tallahassee, Jacksonville and elsewhere in the State, the spirit, the voice, the courage, the experience and the determination of John E. Mathews have always been present."

And again:

"Many citizens and organizations have been interested in this project. There have been many conflicts of opinion; but it has always been the task of John E. Mathews to cooperate with all of these agencies, to harmonize conflicts, to present and explain the program to the public and governmental agencies—and finally to see a definite assurance that his dream of over twenty years will become a living reality."

Thus the honor to him by whom honor had been earned, and to whom it had long been due.

Final details are many in the Story of the Bridge.

One after another these last items had to be worked out by men who knew. Many were the snarls to be unraveled and knots to be untied, and occasionally big obstacles to be surmounted and overcome.

But as the solvent of intelligent action was applied, difficulties melted away until, in mid-spring of last year, the word went forth that on one of the Nation's outstanding utilitarian undertakings ground had been broken and work begun.

And now — after 25 years of undeviating, unbroken, indefatigable effort, John E. Mathews and his friends and co-workers see the great bridge no longer a mental picture but a triumph of architectural and engineering art and skill — an actuality in concrete and iron and steel.

GREAT DAY FOR JACKSONVILLE AND FLORIDA
OPENING MATHEWS BRIDGE GONGRATULATIONS

MERRY CHRISTMAS

JOHN WM. MULDER, JR.

Barrs-Oak Sundries

Dial 8-1339

2548 OAK STREET

As new
horizons
open...

Completion of the John E. Mathews Bridge gives access to a vast territory for Jacksonville's growth 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 part of the 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

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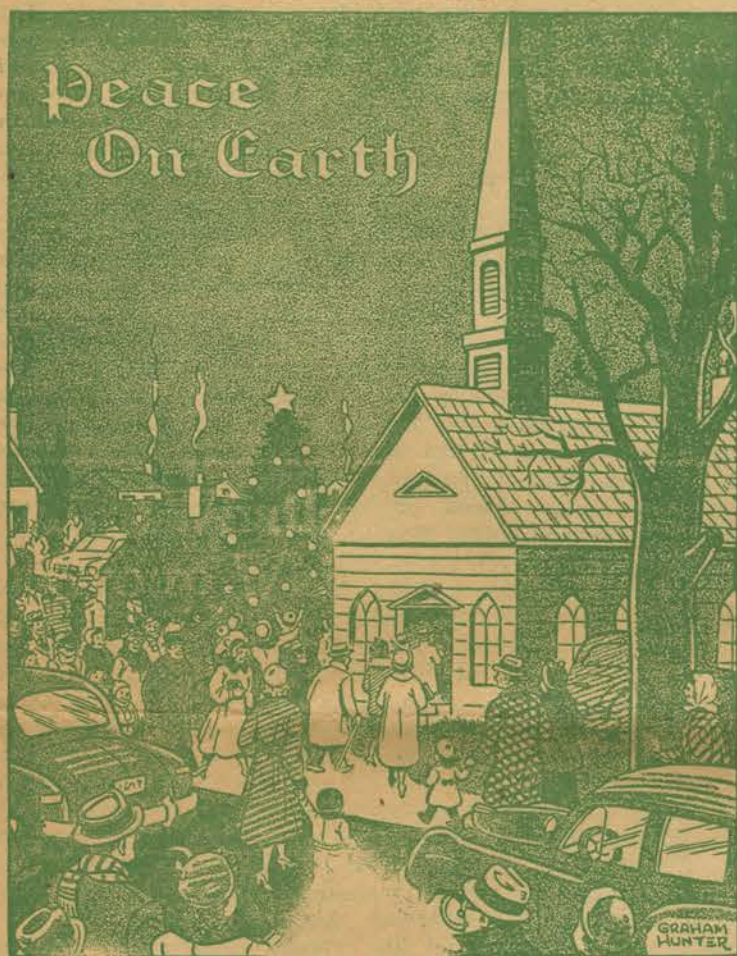
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CHRISTMAS EVE



LET US PRAY FOR PEACE

Christmas Eve services in the church where adults worshipped in childhood are always among their tenderest memories. The soft candlelight — the Christmas hymns, "Peace on Earth," "Come All Ye Faithful" — in later years can be seen and heard by them again.

In these days when whole nations are preaching irreligion and godlessness, it is especially important that we help our children to build up such memories for their future. Let us attend the services as families — and pray for Peace on Earth to save our civilization.

THOSE DANGEROUS CONTROLS

There is strong sentiment even in Administration circles for total abandonment of price and wage controls, and the President has the power to order this at any time. However, it is reported that President Truman has decided against it, on the grounds that the decision should be made by General Eisenhower after he takes office.

It is certainly to be hoped that President Eisenhower will issue the necessary order at the earliest possible time. The controls are unnecessary as well as exceedingly costly, and are a heavy burden on all kinds of enterprise, and, most important of all, undermine the normal operation of the free, competitive economy which is a cornerstone of representative government itself.

Moreover, and above and beyond the question of whether the price level will rise or fall in the future, the controls are powerless to prevent inflation, and under certain conditions can actually encourage inflation. They add both to the cost of government and the cost of running a business — and in the long run, the public-at-large pays all these costs. They substitute political judgement, which is often uninformed, for the judgement of the owners and managers of enterprise. They create a controlled marketplace, in which political expediency is frequently substituted for economic reality. The undermine the classic supply-and-demand system, on which our unequalled progress and abundance was built, and attempt to replace it with the kind of system which has created scarcity and economic collapse in nation after nation.

One Man's Opinion

By Cuthelbert Rittenhouse

ONE MANS OPINION

FELIX DIDN'T CHANGE

BILLY GRAHAM GOES ON

SCHLESINGER, DELUXE SMEAR ARTIST

HE FALSELY SMEARS MacARTHUR

HE FLOPPED ON EISENHOWER

CHOSEN PEOPLE - MASTER RACE

THE CURSE IS ON THE NEW BIBLE

A lot of stories circulate nowadays, probably planted and untrue, that Felix Frankfurter, main architect of the Socialist-pre-Communist New Deal, has had a change of heart. He is, the story goes, scared plumb to death at the monster he helped erect and favored. — Eisenhower.

This is likely just some more propaganda to divert attention from the schemes of Felix for the future. John J. McCloy and Paul Hoffman, both close proteges of Frankfurter, long working in high places, under the New Deal, went Eisenhower. They wavered for a time when Ike showed American trends, then came back and are mentioned for such high places as Secretary of State. John J. McCloy, U. S. High Commissioner of Germany, contracted with a Communist, Arno Peters, to write a history for use in the schools of Western Germany — paid him \$40,000 of U. S. money. The book was put into use only to discover that it was loaded to the gills with Soviet propaganda and lies.

The trouble with Frankfurter's change of heart is that his proteges, who still are close to him, do the things which Stalin wants done even in 1952. Felix was smart enough to see the Truman cave-in coming, and began working the other side of the street, with the same objective in view. Felix could reform, but Felix has not reformed. He is just trying to carry on the same old plans in a 1952 model car. The Truman automobile wore out.

I can't think of a thing bad to say about Billy Graham, the 34 year old evangelist. He is a Baptist. Fundamental. Good Fuller Brush salesman. He is doing more this day than any man to turn the people from Hell to God. He is exercising a tremendous influence in bringing in the kingdom of God on Earth, as well as personal salvation.

I don't idolize Bill. I don't worship him. He is human and therefore must have sins and defects. I don't know them. It looks to me like God has yanked this Tarheel up and inspired him for America in her time of need.

Arthur M. Schlesinger, Jr., the expert smear artist for the pro-Communist A. D. A., and research chief for Adlai Stevenson, may be fittingly evaluated by a careful reading of his book, "The General and the President." So distorted is this smear book against General Douglas MacArthur that even its publishers are compelled to say that it is "objective but by no means neutral."

West Florida sources said Congressman Bob Sikes may run for governor in 1956.

ral." It should destroy any shred of reputation which may still linger that Schlesinger is a historian. It should reveal him for what he is and always has been — a skillful distorter of facts; an expert smear artist; and extreme left wing propagandist, without regard for truth. This man is to be, no doubt, Stevenson's research and speech writer. Stevenson continues to try and reorganize the Democratic party along more effective A. D. A. lines. Stevenson will only succeed in making the breach wider and wider.

The Democratic party and the American people will not follow Stevenson A. D. A. leadership.

Schlesinger terms the victories and achievements of MacArthur in the Pacific a myth, and almost proves it with false evidence — unless you know the true facts. It is not necessary to view MacArthur as Deity or without fault or error to evaluate Schlesinger for what he is — a skillful character assassin, and nothing more.

Schlesinger can't help letting his leftism show through, even when it hurts his smear, for he criticizes MacArthur for "importing the brash American principles of 1789." That means the principles of our Constitution.

This Schlesinger book came off the press in 1951, when the leftists were all building Eisenhower up. It praises Eisenhower every place; but in 1952, when Ike had turned the leftists down Adlai was spouting the same language and the same distorted facts against Eisenhower. The voice was the voice of Adlai, but the language was the language of Schlesinger.

Smears have now become Big Business, and Schlesinger is tops in his line. The Devil will probably get him in the end for that kind of a profession, but in the meantime it's a lot more profitable than blackboards and school rooms.

The doctrine of the Anti-Defamation League of the B'nai B'rith that the Jewish people are God's chosen people is the same sort of doctrine proclaimed as White Supremacy, only more narrow, more bigoted, and more hate mongering in its implications. It is the doctrine that the Jewish people are the master race and all other people are secondary citizens and peoples. It selects a small remnant of the tribe of Judah, namely, 43,000 of seven and a half million of the tribe of Judah who returned to Palestine after the Babylonian captivity — plus Edomites, Hittites and others when they were then, for the first time, called Jews, together with converts to Talmud-Judaism, especially the nation called Khazars.

These, says the Anti-Defamation League, are the "master race", designed to rule the world as "God's chosen people."

This is in direct conflict with the Bible.

The truth is that no race is the master race, no race is the supreme race, but the different races do have special functions to fulfill and are designed to stay as separate races and not become mongrels.

Such groups as the Anti-Defamation League of the B'nai B'rith are designed to and do stir

"Graceful"

The front-page sketch of the John E. Mathews Bridge is an artist's reproduction of the work of Bill Webber, of the firm of Reynolds, Smith & Hills, co-designers with Parsons, Hall & MacDonald.

The picture illustrates the bridge as seen from the west bank of the St. Johns a quarter mile down the stream.

Spanning the broad waters from the Albert and Hill Streets Jacksonville area to Arlington, the great span rises 150 feet above mean high-water mark in Terminal Channel.

Observers call it one of the most graceful and attractive 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 a direct result of Christmas fires according to Hotel and Restaurant Commissioner James T. Landon.

up racial and religious hate, although pretending the reverse.

The widespread fallacy prevailing among both Christians and Jews that the Jews are the only Semites, Hebrews and Israelites in the world, today is in the main, responsible for this master race or chosen people theory upon which so much hate is built. It has neither Biblical nor secular history foundation. The New Deal, like Communism, has fostered class hatred and group antagonism with a view to gaining power. A classless society, while never attainable, in the ultimate, can be reached only to the point of toleration, under a state of individual freedom based upon truth. The master race or chosen people doctrine does not pave the way towards this goal.

If you will turn to the last chapter of your Bible, the true Bible, King James version, verses 18 and 19 of Chapter 22, Revelations, you will find almost the last words of Jesus, the Christ. They are, "If any man shall add unto these things, God shall add unto him the plagues that are written in this book; and if any man shall take away from the words of the book of this prophecy God shall take away his part out of the book of life."

There is the clear, positive and certain penalty pronounced by Jesus, the Christ, upon those who teach and who use a perverted Bible.

In the middle of the 19th century, there arose in Germany along with Karl Marx, the so-called higher critics, which denied the Divine inspiration of the Bible, the Divinity of Christ, His virgin birth, the validity of the prophecies and all the fundamentals of Christianity. This culminated in the National Council of Churches, in the United States, with its so-called modern and social gospels.

Now, they have committed the final crime. The prophecy made 750 years before the birth of Christ, in Isaiah 7:14, that "He would be born of a virgin" has been changed to "young woman." The Hebrew word "almah" is used there. This word always meant virgin. The word for "young woman" in Hebrew is "bethulah."

It is part of a plot to destroy Christianity.

Kept Promise

Striving Warren Pledged Bridge

Greatest boost the new bridge movement received in the first half of 1948 was in a speech by Hon. Fuller Warren, then campaigning for the governorship. 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 far-reaching 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 24, 1948, 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. Dozens of State and Federal roads converge 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 there was intensified agitation for these transportation facilities, due to traffic conditions in 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 State Road Department in 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 City Commission, and 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 solemnly pledging construction of two additional bridges across the St. Johns River, if Duval County would pledge sufficient surplus gas tax money toward 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 bottleneck at Jacksonville would finally be eliminated.

"My friends, I hold in my hand a certified copy of the minutes of that meeting; and I say to you that since that resolution was adopted there has been no progress whatsoever toward securing these additional facilities across the St. Johns.

"When you elect me Governor, I make you the pledge these projects will be undertaken, and completed during my administration. Should I make a mistake and appoint members of the Improvement Commission or of the Road Department who would fail to carry out this solemn obligation on the part of the State, it would not take me long to find some others whom I could appoint who would carry out this obligation."

NOTICE OF APPLICATION FOR TAX DEED

(Chapter No. 20722)
NOTICE IS HEREBY GIVEN, that Bessie M. Miller the holder of the following certificate has filed said certificate for a tax deed to be issued thereon. The certificate number and year of issuance, the description of the property, and the name in which it was assessed are as follows:
Certificate No. 312
Year of Issuance 1950
Description of property Lot 8, Blk. 44, Jacksonville Heights Townsite (P. Bk 3-50, 51)
Name in which assessed J. P. Young.
All of said property being in the County of Duval, State of Florida.
Unless such certificate shall be redeemed according to law the property described in such certificate will be sold to the highest bidder at the court house door on the first Monday in month of January, 1953, which is the 5th day of January, 1953.
Dated this 5th day of December, 1952.

Leonard W. Thomas, Clerk of Circuit Court of Duval County, Florida
(SEAL)
By E. P. Crim, Deputy Clerk (December 5, 12, 19, 26, 1952)

NOTICE OF MASTER'S SALE

Notice is hereby given that pursuant to a certain final decree of foreclosure and sale dated November 24th, 1952, entered in the Circuit Court in and for Duval County, Florida, in that certain cause therein pending wherein John T. Hunter and Joanna E. Hunter, his wife, are complainants and George P. Castillo and Naomi Mier Castillo, his wife, are defendants, case No. 81948-E, I, as Special Master, will sell at public outcry to the highest and best bidder for cash at the eastern front door of the Duval County court house in the City of Jacksonville, Florida, during the legal hours of sale on the 5th day of January, A. D. 1953, to-wit: between 11:00 A. M. and 2:00 P. M. on said date, the following land and premises situated in Duval County, Florida, particularly described as follows:
Lot 25, Section 1, John T. Hunter Gardens, according to plat thereof recorded in Deed Book 796, page 421 of the current public records of Duval County, Florida;
the same to be sold in accordance with and to satisfy said final decree. C. B. PEELER, Attorney for Complainants
GEORGE A. PIERCE, As Special Master (December 5, 12, 19, 26, 1952)

IN THE CIRCUIT COURT OF DUVAL COUNTY, FLORIDA IN CHANCERY

Case No. 83661-E
Division - D
WILLIE EZELL, Plaintiff
vs.
WILLIAM A. EZELL, Defendant
NOTICE OF SUIT
THE STATE OF FLORIDA — TO: WILLIAM A. EZELL, Residence unknown.
You are hereby notified that a suit has been filed against you in the above entitled cause and you are hereby required to serve upon plaintiff's attorney whose name and address appear hereon, your written defenses, if any, to the bill of complaint in said suit, copy of which is delivered to you herewith on or before January 19th, A. D. 1952.
Herein fail not or decree pro confesso will be entered against you for the relief prayed in the bill of complaint.
The nature of said suit being for Partition of the following described property situated in Duval County, Florida, to-wit:
Lots 11 and 12, Spring Glenn Farms, as per plat recorded in Plat Book 7, page 7, of the public records of Duval County, Florida, and being the same property described in deed recorded in Deed Book 296, at Page 47 of the public records of Duval County, Florida.
WITNESS my hand and seal of said Court, at Jacksonville, Florida, this 10th day of December, A. D. 1952.
LEONARD W. THOMAS, Clerk Circuit Court
By C. P. GRIFFIN, Deputy Clerk
EVAN T. EVANS, 103 Law Exchange Building, Jacksonville, Florida, Attorney for plaintiff.
December 12, 19, 26, 1952, Jan. 2, 1953

IN THE COUNTY JUDGE'S COURT, IN AND FOR DUVAL COUNTY, FLORIDA

In Probate No. 19911-D
Estate of: C. W. CHALFINCH, also known as CLIFFORD W. CHALFINCH, Deceased.
NOTICE OF FILING PETITION FOR PARTIAL DISTRIBUTION
Notice is hereby given that I have filed my annual returns as executrix of the Estate of C. W. CHALFINCH, also known as CLIFFORD W. CHALFINCH, deceased; that I have filed my petition for partial distribution, and that on January 15th, 1953, I will apply to the Honorable McKENNEY J. DAVIS, County Judge of Duval County, Florida, for approval of said annual returns and for an order of partial distribution.
s/ EDITH QUIGLEY BOWLES, Executrix
December 19, 26, 1952, Jan. 2, 9, 1953

NOTICE OF APPLICATION FOR TAX DEED

(Chapter No. 20722)
NOTICE IS HEREBY GIVEN, that Novo Company the holder of the following certificate has filed said certificate for a tax deed to be issued thereon. The certificate number and year of issuance, the description of the property, and the name in which it was assessed are as follows:
Certificate No. 326
Year of Issuance 1950
Description of property, Tract 2 Blk. 3, Jacksonville Heights Sec. 15 T 3 S R 25 E. (P Bk 5-93)
Name in which assessed Mary Louise Marshall.
All of said property being in the County of Duval, State of Florida.
Unless such certificate shall be redeemed according to law the property described in such certificate will be sold to the highest bidder at the court house door on the first Monday in month of January, 1953, which is the 5th day of January, 1953.
Dated this 5th day of December, 1952.

Leonard W. Thomas, Clerk of Circuit Court of Duval County, Florida
(SEAL)
By E. P. Crim, Deputy Clerk (December 5, 12, 19, 26, 1952)

IN THE COUNTY JUDGE'S COURT, IN AND FOR DUVAL COUNTY, FLORIDA

IN RE: Estate of W. P. MATTHEWS, Deceased.

NOTICE TO CREDITORS
All creditors of the estate of W. P. MATTHEWS, deceased, are hereby notified and required to file any claims or demands which they may have against said estate in the office of the County Judge of Duval County, in the Courthouse at Jacksonville, Florida, within eight calendar months from the date of the first publication of this notice. Each claim or demand must be in writing and must state the place of residence and post-office address of the claimant and must be sworn to by the claimant, his agent, or his attorney, or it will become void according to law.
Dated this 15th day of December 1952.

J. C. VEAL, Administrator of the Estate of W. P. Matthews
December 19, 26, 1952, Jan. 2, 9, 1953

IN THE COUNTY JUDGE'S COURT, IN AND FOR DUVAL COUNTY, FLORIDA

File No. —
In Re: Estate of BENNIE WILLIAM SMITH, Deceased

FINAL NOTICE
Notice is hereby given that the undersigned on the 3rd day of December, A. D. 1952, filed a final accounting of her administration of the estate of BENNIE WILLIAM SMITH, deceased, and notice is further given that after publication of this notice, once each week for four consecutive weeks, application will be made to the Honorable McKENNEY J. DAVIS, County Judge of Duval County, Florida, for the approval of said accounting and for final discharge of the undersigned as Executrix of said estate.
VIRGINIA DASHER SMITH, Executrix
Of the Estate of BENNIE WILLIAM SMITH (December 5, 12, 19, 26, 1952)

The Florida Highway Patrol said it does not recommend the use of glasses with tinted or colored lenses as a measure for improving visibility for night

NOTICE OF COMMISSIONER'S SALE

Notice is hereby given that under and pursuant to that certain decree of partition and sale entered in the Circuit Court in and for Duval County, Florida, in Chancery, on the 14th day of November, 1952, in a cause therein pending wherein John T. Hunter is complainant and Thomas Clark et al are defendants, case No. 79747-E, the undersigned, as commissioner therein appointed, will offer for sale and sell at public auction to the highest and best bidder for cash, at the eastern front door of the Duval County Court House in Jacksonville, Florida, on Monday, January 5, 1953, same being a legal sales day, between 11:00 o'clock A. M. and 2:00 o'clock P. M. of said day, the following described property situated lying and being in Duval County, Florida:

PARCEL 1
Commence at a point on the east side of Spring Park Road, which is the southwest corner of Hunter Annex, Unit 2, according to plat thereof recorded in Plat Book 19, page 40, of the current public records of Duval County, Florida; from this point run thence south seventeen degrees, twenty-six minutes (17°-26') east along the right of way line as established by the County Engineer's office of Duval County, Florida, of Spring Park Road, a distance of three hundred seventy-eight and Sixty-four hundredths (378.64) feet for a point of beginning; from this point of beginning run thence south eighty-four degrees, twenty-five minutes (84°-25') east, three hundred forty-five and seventy-five one hundredths (345.75) feet; from this point run thence north seven degrees, thirty minutes (7°-30') east fifteen (15) feet; from this point run thence north eighty-four degrees, twenty-five minutes (84°-25') west to the east side or line of the aforesaid Spring Park Road; from this point run thence south seventeen degrees, twenty-six minutes (17°-26') east along the northeasterly right of way line of the said Spring Park Road a distance of sixteen and twenty-nine hundredths (16.29) feet to the point of beginning, being a part of the land and premises described in Deed Book 40, page 248, of the current public records of Duval County, Florida, lying east of the said Spring Park Road; and.

PARCEL 2
Commence at a point on the east side of Spring Park Road which is the southwest corner of Hunter Annex, Unit 2, according to plat thereof recorded in Plat Book 19, page 40, of the current public records of Duval County, Florida; from this point run thence south seventeen degrees, twenty-six minutes (17°-26') east along the right of way line as established by the County Engineer's office of Duval County, Florida, of Spring Park Road, a distance of two hundred sixty-one and nine-tenths (261.9) feet to a point; from this point run thence south eighty-four degrees, twenty-five minutes (84°-25') east one hundred eighty-four and seventy-four hundredths (184.74) feet for the point of beginning of the land to be described; from this point of beginning run thence south seven degrees, thirty minutes (7°-30') west a distance of ninety-two and five-tenths (92.5) feet; from this point run thence north eighty-four degrees, twenty-five minutes (84°-25') west, sixty (60) feet to a point; from this point run thence north seven degrees, thirty minutes (7°-30') east, a distance of ninety-two and five-tenths (92.5) feet; thence south eighty-four degrees twenty-five minutes (84°-25') east sixty (60) feet to the place of beginning, the same being a part of the property, land and premises described in Deed Book 40, page 248, of the current public records of Duval County, Florida, lying east of the aforesaid Spring Park Road; together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining.
C. B. PEELER, Solicitor for Complainant.
GEORGE A. PIERCE, As Commissioner. (December 5, 12, 19, 26, 1952)

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Congratulations Mathews Bridge —
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Merritt-Chapman & Scott Brought 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 92-year-old album as another of the veteran construction company's long list of "family portraits".

Flip the pages of that "projects 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 projects, large or small. To the John E. Mathews Bridge job, Merritt-Chapman & Scott brought more than the specific "know-how" earned through the construction of many of the country's major bridge projects. They also brought the combined experience in every field of construction — ashore or afloat — handed down since the organization was first founded in 1860.

While most other construction companies confine their operations to particular fields, Merritt-Chapman & Scott has extended its scope to cover all, and its present scope of operations extend across the United States and to points overseas as far off as New Zealand. In addition, it is one of the world's foremost marine salvage organizations, and its fleet of heavy hoist floating derricks, based at New York, is the most powerful of its kind in the United States. Its fleet of floating construction equipment, one wing of which was assembled on the St. Johns during construction of the John E. Mathews Bridge, similarly is recognized as the foremost in the United States.

Key West, Fla., is home base for the "Cable", one of three specially equipped and specially manned ocean going salvage vessels operated by the Marine Salvage Department of Merritt-Chapman & Scott. Others are stationed at New York and Kingston, Jamaica, British West Indies. In mid-December, the "Cable" refloated the cargo vessel "Armar" after the Liberty-type freighter stranded on Colorado Reefs, near Cape San Antonio, on the northwest coast of Cuba, and at this writing is towing the vessel

780 miles to Savannah, Georgia, for drydocking.

The wide 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 outskirts of Jacksonville, it currently is constructing a 300-ton pulp and paper mill for the St. Regis 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. Regis "Kraft Center".

Other Merritt - Chapman & Scott construction projects in Florida within recent years included a 150-ton per day Kraft paper mill at Palatka for the Hudson Pulp & Paper Company; pier facilities at Green Cove Springs for the U. S. Navy, and a paper mill unit at Port St. Joe for the St. Joe Paper Company.

At Clyattville, Georgia, just across the Florida 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 starting construction of a high level bridge project across the Savannah River that will cut approximately 5½ miles from the U. S. 17 coastal route between Georgia and South Carolina. Robert Senn, who was Merritt-Chapman & Scott's project manager on the John E. Mathews Bridge, is now M-C&S project manager on 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 Folsom, California, 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 Depot at Tobyhanna, Pa., that will be one of the largest of 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 Claymont, Del.; Pulaski, Va., and East St. Louis, Ill., for the General Chemical and Solvay Process Divisions of the Allied Chemical & Dye Corporation.

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, S. C. 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 with another contractor.

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

A 10,198 foot bridge across Bay 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 South Nyack and Tarrytown, N. Y.

Rockaway Sewage Treatment Works and Gansevoort Destructor Plant both for New York City's Department of Public Works.

Substructure of the Expressway Bridge across the Maumee River at Toledo, for the State of Ohio.

Substructures for bridges across the Merrimac River at Amesbury and across the Chelsea River at Boston, for the Commonwealth of Massachusetts.

In addition to its work in the United States, Merritt-Chapman & Scott is engaged on 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 Kindley Air Force Base. In association with two other construction companies, M-C&S is building a four-berth ocean freight terminal at Auckland, New Zealand, and - in association with one contractor, recently completed a water supply system at Havana, Cuba. At Hadera, Israel, the company has designed and is currently supervising the construction and equipment of a paper mill for the American Israeli 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, but shortly are moving to 260 Madison Avenue, the city's newest office building, in a move designed to provide consolidated, centrally located office space for

"Boss" Johnson Has Fine Record

Few men in the field of engineering have crowded more active experience into their careers in the same length of time than has Stanley L. Johnson, resident engineer on the 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 on his arrival in Jacksonville in July, 1950, and it has been continuous and all the time, with no intermissions other than those one may manage to claim at week-ends.

Along with the designing architects whose plans he has carried to completion, Mr. Johnson is one of those whose names will be associated with this magnificent structure for all time. Associated architects are Reynolds, Smith & Hills of Jacksonville and Parsons, Brinckerhoff, Hall & Macdonald of New York.

Mr. Johnson was born in Ossining, New York. He was graduated in 1927 from the Nyack (N.

Y.) high school. Then in 1932 he finished his course at Massachusetts Institute of Technology, with the degree of bachelor of arts in civil engineering.

Since then he has been continually on the job. Among his important connections have been those with the New Jersey Turnpike project, the Delaware Memorial bridge at Wilmington, the East Branch Rahway River project at East Orange, N. J., the Northern Sagtikos State Parkway project in Suffolk county, N. Y., the Chesapeake City bridge at Chesapeake, Md., and New Jersey Route 100 in Hudson county. Now for two and a half years he has been an essential factor in one of the most important undertakings ever put through in this North Florida area.

Mr. Johnson is a member of the American Society of Engineers; of the National Society of Professional Engineers; of several fraternal organizations; of the Sigma Alpha Epsilon, and of the Rudder Club of Jacksonville. He holds a commission as second lieutenant in the United States Army, O. R. C.

The Johnson hobby is boating, evidenced by his enthusiastic participation in numerous events on local waters.

the company's expanded scope of operations. At 17 Battery Place the company's New York home since 1903, the organization is spread through eight floors of the building. At 260 Madison Avenue, the organization will occupy the entire second story, bringing together on one floor all headquarter departments.

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Misery of
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NITE 7-5467

Racing Return Draws Throng

With the start of the new greyhound racing season at the Jacksonville 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 Rushaway string.

E. L. Beckner, 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 Beckner 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 Heaton finished so far back, in fact his outfit was 17th among the 21 kennels. Surely one may confidently expect the Heaton dogs will do much better at the McDuff Avenue oval. Frankly the Heaton banner should wind up among the first five.

There is no doubt but that the three outstanding greyhounds at the moment are Route Five, a Howard Heaton dog, E. L. Beckner's Top Design and Ed's Rosa of the J. M. Edwards' kennel.

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

N. Y. C. FIRM SUPERVISED

In 67 years of engineering practice, since its founding in 1885 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. Currently 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 on highways, expressways, airports, subways, railways and has prepared many important traffic and earnings reports. Related projects include harbor works, canals and port developments. Other phases of engineering in which the firm also is actively engaged include power projects, dams, industrial developments, buildings, housing, sewage and waste disposal and water supply.

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

RICKEY GREEN "NON-TALKER"



RICHEY GREEN

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

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.

And his personal habits — to stick close to the job, talk freely about 'most anything but himself, 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 Alabama.

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 1926 — 26 years in all — and has had an active part in many of the State's greatest highway improvements.

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City Owes Debt To Guernsey

Of those who took leading parts in the two-bridge movement, when it got to its winning start in 1946, none has been more earnest and enthusiastic than S. Kendrick Guernsey, member of the State Road Department from 1944 to 1948. 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 in downtown Jacksonville is frightful, and bids fair to become continually worse as new cars become available and housing 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 cars are available and tourist travel resumes. . . . Be assured of my cooperation in every way."

It was in this spirit that the two-bridge proposal was pushed to its successful conclusion. One leader after another joined the effort until sentiment for the new spans, including that now named for Senator Mathews, could be called unanimous.

Mr. Guernsey's four years as a member of the Road Department is only 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 the beginning of that tenure, and from long before, has been written a record of ceaseless endeavor—business, civic, welfare, service-club, humanitarian; as for example—

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 1928; served in United States Army, World War I; discharged as first lieutenant; an organizer of Orlando Rotary Club, 1920, and served as secretary, later as president; governor Thirty-ninth Rotary District, (Florida and Georgia), 1923; president Rotary International, 1947-1948; on Boys Work Committees, the design and, frequent-

Local Firm Drew Plans

Reynolds, Smith and Hills is a Jacksonville organization of architects and engineers. The greater portion of its practice is in the southeastern states and the Caribbean areas. Its total personnel of well over 100 people includes architects, and mechanical, electrical, structural and sanitary engineers, more than 30 of whom are registered and licensed to practice their profession in Florida and in other states. Some 50 members of the organization are Jacksonville or Duval County home owners, and its payroll provides the principal support of some 300 persons.

The organization was put together primarily to furnish architectural and engineering services to industry and construction developments. Its professional activities include professional, the supervision of construction of power plants and collateral facilities, industrial, commercial and public buildings, hospitals, sewerage and water supply projects, bridges, foundations and other heavy structures.

The firm's clients include many major industrial organizations, United States defense agencies, and various state, county and municipal authorities.

The Baptist Memorial Hospital, the additions to St. Vincent's Hospital, and the additions to and extension of the municipal electric utility are among the local projects upon which the firm is currently engaged.

Reynolds, Smith and Hills, and Parsons, Brinckerhoff, Hall & Macdonald of New York, as Associated Architects and Engineers, are responsible for the design and the supervision of construction of the John E. Mathews Bridge, the Gilmore Street Bridge, and the contemplated Myrtle Avenue Overpass: each of which comprises an important unit in the expressway.

mittee, 1924; chairman, 1925 — second vice president 1926 and 1927; a founder of International Boys Work Council, (including Boy Scouts, Y. M. C. A., American Legion, et cetera); a founder of National Boys Week, now National Boys and Girls Week, 1924; secretary of committee since 1933; community service member, Aims and Objects Committee, 1945 - 1946; chairman Youth Committee, 1946 - 1947; chairman Convention Committee, 1945; representative, Rotary International, at district conferences in United States, Canada, Mexico, Cuba, Puerto Rico; decorations, Chevalier, Legion of Honor, France; Carlos Manuel de Cespedes, Cuba; Christophe Colomb, Santo Domingo; chairman, Florida Citizens Committee on Education, 1943-1947; State president United Service Organization in World War II; director of Florida State Chamber of Commerce; Florida vice president American Life Insurance Committee, 1947 to 1950; now president of the Children's Home Society of Florida.

Mr. Guernsey was born in Orlando and is a graduate of the University of Pennsylvania. He is the author of a number of constructive writings, including the widely circulated pamphlet entitled "One Hundred Questions and Answers on the Work of Rotary."

He holds a honorary degree from the University of Florida and from Rollins College.

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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 - to - 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 piers job got under way.

Four of the eight massive piers on the west bank of the river were completed by the end of December, 1950 - within seven months time; 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 6825 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 ahead 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 Street bridge.

Duval Engineering & Contracting maintains its offices at 1746 East Adams St. George H. Hodges is president of the firm, whose stated business and services include those of paving, roads, excavating, grading, sewers, pile driving, dredging, and general contracting.

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 built for the future as well as the present in the development of the John E. Mathews Bridge. This structure, which is a major link in the Jacksonville Expressway, crosses the St. Johns River between Jacksonville and Arlington. It is the first high-level bridge to be built in Florida. Between abutments, the Mathews Bridge is 7,375 feet, 6 inches long and in its width of 57 feet, 4 inches, provides four 12 feet wide traffic lanes with a 4 foot wide central mall separating opposing traffic. With grades of 4.75% on both sides, the main center span has a vertical clearance of 149 feet, 6 inches above mean high water, permitting the passage of the largest ships.

At the crossing site, the St. Johns River is about 5,300 feet in width between shores and has two navigable channels; the Terminal Channel with its high level span crossing, and the Arlington Cut with a clearance of 89 feet. On the west, or Jacksonville shore, the Mathews Bridge passes over land for approximately 2,200 feet to reach grade. This west approach crosses Parker Street, Tallyrand Avenue, Bryan Street, and a single track of the Atlantic Coast Line Railroad, and terminates at the western bridge abutment at Florida Avenue.

The basic details of this relatively long high-level cantilever bridge are of interest. The central portion of the superstructure of the bridge is comprised of six through truss spans with an aggregate length of 2,603 feet. The main span of 810 feet, over Terminal Channel, is a cantilever truss, flanked by anchor spans each 405 feet in length. A 440 foot through truss crosses Arlington Cut, providing a clear channel of 376 feet and 89 feet vertical clearance. Between these channel spans are two additional truss spans, each slightly over 270 feet in length.

The western approach structure, carrying traffic into Jacksonville, has a total length of 2,307 feet, 3 inches, and is composed of twenty-four deck girder spans which reduce in length from 115 feet to 80 feet as they approach the abutment. The eastern approach structure has fourteen deck girder spans varying in length from 115 to 80 feet, and twenty-one stringer spans each 50 feet in length.

Foundation conditions at the site presented both design and construction problems. The principal subsurface foundation material in this locality is a calcareous sandy clay substance, commonly called marl. This material extends to a great depth but lies under alternate layers of silt, silty sand, limestone, marl, sandy marl and sand stone, all of varying thickness, hardness and stratification. In the bridge area the limestone crust varies from practically nothing to a series of layers totalling 8 feet thick. In consequence, each footing presented a different problem. In several of the footings variations were found within individual footing areas.

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

trusses which were founded on spread footings. The beam spans are supported on precast concrete piles with cast-in-place concrete caps. One half of these 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 limestone rock as point bearing piles. For the east approach girder spans, steel bearing piles were driven through the relatively thin limestone 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 95 feet and, depending upon the subsurface conditions, were driven into the limestone or through the limestone into the marl.

Five of the seven piers under the truss spans were founded on steel bearing piles; the other two are founded on spread footings. Where spread footings were used the limestone is thick and overlies hard marl of considerable depth.

The seven truss span piers were designed as frame structure with rigid top and bottom struts. The other piers are similar with the exception that bottom struts were not required, and a number of the piers under the west approach structure are single shafts without any connecting struts. All of these reinforced concrete pier shafts have a taper or batter of 1/4 in on 12

inch from top to bottom on their exterior faces.

QUANTITIES OF MATERIALS REQUIRED

The magnitude of this structure can be grasped from the basic dimensions of length and width, but may be further appreciated by the following tabulation of the quantities of basic materials required for both the substructure and superstructure of this bridge.

SUBSTRUCTURE

Treated Timber in Fenders - 41 thousand-board-feet.

Concrete Seal - 15,909 cubic yards.

Class A Concrete in Footings - 12,374 cubic yards.

Class A Concrete above Footings - 33,055 cubic yards.

Class A Concrete in Pile Bents - 440 cubic yards.

Reinforcing Steel - 2,623,100 pounds.

Structural Steel - 27,150 pounds.

Treated Timber Piles in Fenders - 26,200 linear feet.

Precast Steel and Concrete Composite Piles - 6,400 linear feet.

Precast Concrete Piles - 7,000 linear feet.

Steel H Pile 14" BP 73 No - 113,230 linear feet.

Steel H Pile 12" BP 53 No. - 20,114 linear feet.

Steel Sheet Piling - 647,900 pounds.

SUPERSTRUCTURE

Class A Concrete in Roadway - 10,290 cubic yards.

Concrete Railing - 9,520 linear feet.

Steel Reinforcing Bars - 2,025,000 pounds.

Structural Steel in Girder and Beam Spans - 10,761,000 pounds.

(Continued on Page 12)



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These Citizens Saw The Need

Names of many persons of prominence appear in the directorate of the Duval County New Bridge Association, otherwise known as the Arlington Bridge Association, pushing the movement for the Jacksonville-Arlington span in 1930.

Officers were B. C. Buck, president; Mrs. W. S. Jennings first vice president; George W. Parkhill, treasurer; Frank H. Elmore, Sr., assistant treasurer; R. O. Riddle, secretary; and J. S. Buck, assistant secretary.

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

George W. Parkhill, Gov Hutchinson, Mrs. Gay Chaffee, Mrs. J. D. Alderman, J. W. Harrell, Judge W. W. Anderson, Alfred I. duPont, H. C. Steele, Lee M. Booth, Sam A. Marshall, Charles A. Clark, J. E. Kavanaugh, Arthur T. Williams, Claude E. Sims, C. V. Imeson.

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It Took A Lot - -

(Continued from Page 11)

Structural Steel in Truss Spans — 12,536,000 pounds.

Silicon Steel in Truss Spans — 2,693,000 pounds.

Steel Grating Floor — 38,800 square feet.

The design of the John E. Mathews Bridge was undertaken by Reynolds, Smith and Hills of Jacksonville, and Parsons, Brinckerhoff, Hall and Macdonald 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. McKethan, Chairman. Mr. Sam P. Turnbull is State Highway Engineer and Mr. W. E. Dean is Engineer of Bridges of the State Road Department. The principal contractors were Merritt-Chapman & Scott of New York City for all of the substructure, with the exception of eight piers under the west approach structure which were completed in an initial contract by the George D. Auchter 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 con-

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. P. Patterson, L. B. Childs, S. S. Campbell, O. W. McIntosh and W. R. Toney.

The Jacksonville Board of Realists through these members: L. I. Alexander, E. D. Ballard, M. Frank Thompson, F. Henry Williams, Gladys C. Vaught, Marshall L. Brown, J. E. Hutchins, Margaret Williams and N. W. Dudley;

These funeral homes: Whittington Funeral Home, Huff Funeral Home and Carter Funeral Home. Also, the Willie Smith Stores, druggists, 1230 Florida Avenue and 601 W. Ashley Street.

A committee arranging participation of the colored segment of the population included: Messrs. Lewis, Dwight, Dr. Patterson and Whittington.

crete deck and railing; the Miller Electric Company for the bridge lighting; and Conomos Painting Company for bridge painting.

Made The Pics

Robert (Bob) Fisher, one of the city's leading commercial photographers, 28 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 Merrill - Chapman - Scott, New York City, for use there and elsewhere.

Robert Kloeppel, Sr., offered a state racing board post, bowed out in 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

Wolfe, rich St. Augustine man, heavy financial supporter of McCarty, who wanted to be on the race board.

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