

view is from the south.

JEFFERSON CITY, Mo. Allotments of 16 cents a mile (AP) — Gov.-elect Christ- for air travel, the current motormane for \$12,992 "with- out a definite need for it."

The report also noted that legislative clerks are paid \$14 a day for every day in the month rather than \$14 for every day worked, and said the mission, for the two years—Park Board employees were politically active contrary to the board's policy expanded sales effort for areas and proposals for an increased salary increases in some recommendations contains S. Bond's last audit practice, is unauthorized.

prison industry products.

The state auditor, who will be sworn in Monday as Governor, also says in his annual report that closer scrutiny should be given legislators' jobs in private business. The report recommends an increase to make the pay commensurate with similar clerical jobs in private business. —A county welfare director

Bond was Missouri's first auditor to rate departments on efficiency and whether or not they abided by statutes or transfers of funds from collection bank accounts rather than in violation of state law. Most of the personnel in the past, audits had been made by state or federal inspectors and whether or not they abided by statutes or transfers of funds from collection bank accounts rather than in violation of state law. Most of the personnel in the past, audits had been made by state or federal inspectors and whether or not they abided by statutes or transfers of funds from collection bank accounts rather than in violation of state law. Most of the personnel in the past, audits had been made by state or federal inspectors and whether or not they abided by statutes or transfers of funds from collection bank accounts rather than in violation of state law.

mainly bookkeeping reports. The performance, or lack of it, by various agencies was cited by Bond in his campaign for governor.

—Salaries should be increased in the Mental Health Division to reduce turnover of personnel, which was 32 per cent in 1969-70 and 28 per cent in 1968-69.

The audit standards work-
group, whose study was the
basis for the comptroller gen-
eral's standards, was quoted
as saying that the standards
are "not intended to be a
checklist of requirements."
The report repeated Bond's
statement that the standards
are "not intended to be a
checklist of requirements."

"Auditing is an important part of the accountability process since it provides independent judgments of the credibility of public officials," the report repeated. "During peak work periods, the amount of work that is done is shown."

statements about the manner in which they have carried out their responsibilities. "Auditing also can help de-Enforcement Assistance Council and suggested that it the end of the year."

—Many sheriffs are confused as to what fees can and can't be turned over to the state treasurer.

Second Child
Born to Sophia

GENEVA (AP) — Actress Sophia Loren, who suffered four miscarriages before bearing her first child four years ago, gave birth today to her second child.

The report calls attention to an audit made public in May, saying the term "acting executive director" has been used since 1967. "We are delighted," the report says, "that the Senate do not contain efficient detail, and said the Treasury allowance for miles — a dollar for each 10 miles — is automatically paid."

...a member if he is in attendance "regardless of whether the mileage was actually traveled." No control exists to deter-

...used for the 10-year Director of the Water Resources Board so he can be paid \$17,000 and not the minimum of \$10,000 required by law for the per-

...Ponti said, adding that the telephone interview. "He is a beautiful boy,"

[illegible]

Ponti said his wife would resume her acting career "in three or four months."

screened a wagon road on the north side

1941

This is how the railroad bridge appears today. The 365-foot draw span has been rebuilt and the control house is on

the floor level of the span. The original

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Death

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life saver. His name is shown inside of a riv

stone piers have been encased in concrete. Most of the original iron has been replaced with steel since the span was completed 100 years ago.

10



preserver. The bridge is at the left. Jack, according to legend, made his living as a

commercial fisherman. The donation of the house was a tribute to his rescue work at

the river.

ITS CENTENNIAL YEAR

Dear Bridge: Have a Happy 100th Birthday

It will be "Happy 100th Birthday" this year for St. Joseph's Missouri River railroad bridge — known originally as "The Great Iron Bridge."

The first railroad locomotive to cross the bridge moved from Kansas to Missouri on May 20, 1873, and the grand opening celebration took place on May 31 of that year.

At the time the span was built, St. Joseph owned most of the stock in the bridge company but that ownership was lost during national railroad manipulations of the late 1870s.

* * *

After years of discussion, the first concrete plan to bridge the Missouri River here and end reliance on sometimes unreliable ferryboats, was approved by voters on Jan. 25, 1871. The voters authorized the city to issue \$500,000 in bonds and to pay 10 per cent interest on those bonds for a period of 20 years. The bridge company was then to raise \$100,000 in private capital. There were only 19 votes cast against the bonds.

The plans almost fell through when the company was able to raise only \$18,000 in cash. On May 23, 1872, a

revised proposition, with the city going ahead despite the lack of all of the private capital, was approved by voters.

The contract for the bridge was awarded to the low bidder, the Detroit Iron & Bridge Works shortly thereafter and construction of the \$710,000 span was started.

* * *

Today's span is a far cry from the original bridge. Quadrangular spans west of the pivot span, have been reconstructed and so has the 365-foot long pivot span. Most of the iron has been replaced by steel and the old stone piers have been encased in concrete.

The wagon road on the north side of the bridge was added when the bridge was remodeled before the turn of the century and removed when the Pony Express Bridge was opened. Originally, wagons used the same roadway as the trains, with ties being covered with planking.

Though the city lost control of the bridge to Jay Gould, the railroad magnate on June 16, 1879, it continued to pay off the bonds.

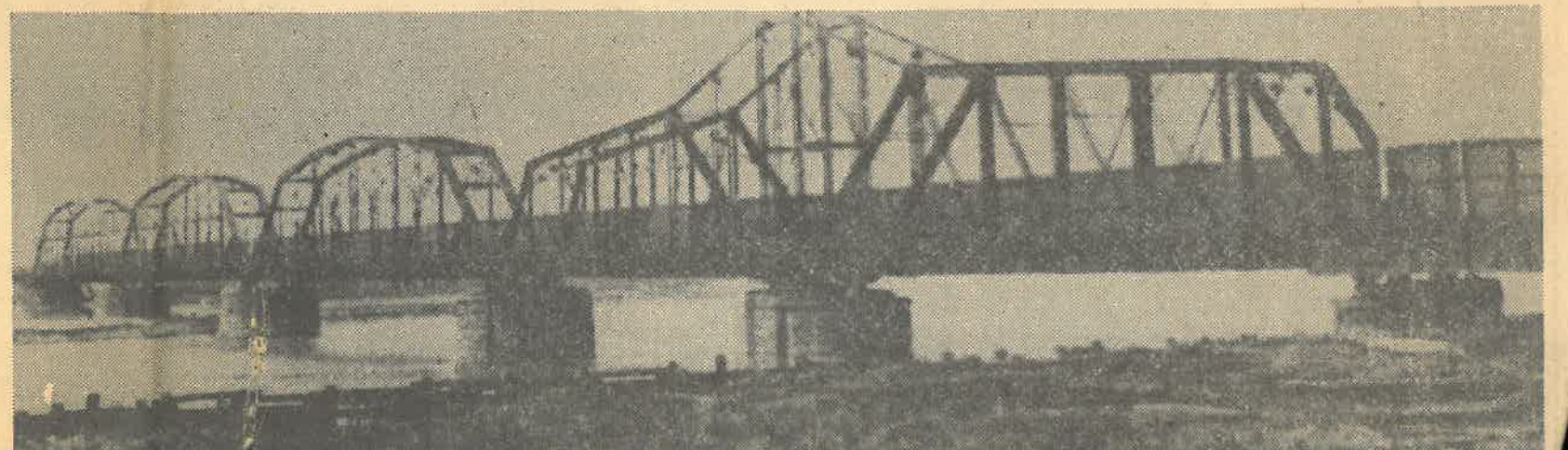
In its long history, the bridge has served the community well, and today remains a key link to the West out of St. Joseph.



The Great Iron Bridge across the Missouri River here was just two years old when D. S. Mitchell, an early-day photographer here, took this picture of the bridge in 1875. As can be seen, the sections of the bridge west of the pivot pier were of the quadrangular type. They have since been converted to the cantilever variety. The control house was in the center of the pivot span, above the tracks. There was a pedestrian walk but wagons used the same floor area as trains and drivers had to wait until trains cleared the bridge

before they could cross the span.

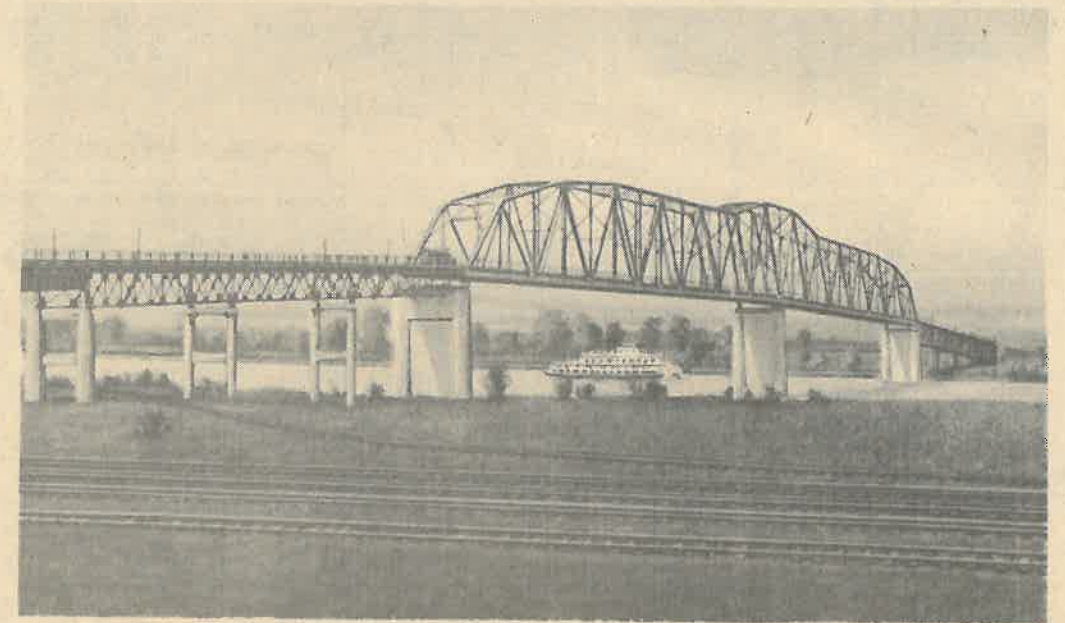
This photograph shows the original stone piers. At the left is the Missouri toll-house. Outside the ornate house, two men relax. One has a beard and the other, with muttonchop whiskers, wears a high-crowned hat. The smoke stack at the center of the bridge served the boiler used to provide power to turn the draw span. The photograph was copied from one in the files of the St. Joseph Public Library. The view is to the west.



oral candidate eyes county race

Looking back

4-22-90



Free bridge

St. Joseph's "Free Bridge," built in the mid-1920s, provided highway access between Missouri and Kansas. Before the span was built

pedestrians and vehicles were charged toll to cross the Missouri River on the nearby Grand Island Railroad Bridge.

Yesterday's lottery numbers
Pick 3 game: 6-7-9

Records 2
Deaths 3
Business 6

B



This photo was taken when the old covered bridge near Garrettsburg was to be removed.

Garrettsburg bridges remembered

By ALLEN SEIFERT
News-Press/Gazette Staff Writer

GARRETSBURG, Mo. — Only the old-timers remember the covered bridge which once spanned the Platte River at this location.

That narrow little barn-like structure is a far cry from the steel and concrete two-lane monster which was officially opened here early this week with a ribbon-cutting ceremony.

The new bridge has two 12-foot driving lanes, with 10-foot shoulders and is nine-tenths of a mile long. It's built for the 55 mile-per-hour speed limit and cost \$1,740,291.56.

"It's sure a lot different that

foundation upon which old bridges rested.

"Back when those early bridges were built, there was an ice house down there by the river," he said, pointing to the area north of the brand new span. The town of Garrettsburg, now extinct, sat to the east of the ice house and the Modrell General Store.

Modrell also displayed a 1965 News-Press photo showing a rampaging Platte River out of its banks and over the road at Garrettsburg — a flood engineers said couldn't happen when that steel bridge — soon to be destroyed — was built.

"I wonder if I'll ever see the



This photo was taken when the old covered bridge near Garrettsburg was to be removed.

N-P 10-18-89

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"It's sure a lot different that the old one," said Charles Modrell, who lives in what was once the Garrettsburg General Store built by his father.

"I don't remember the covered bridge at all," said Modrell, who was born in 1919. "But I remember when they were building the bridge which replaced it — and the current bridge, which is now being replaced."

Modrell then took those interested down below the narrow old steel-railed span to show the superstructure of solid stone — the

foundation upon which old bridges rested.

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"I wonder if I'll ever see the river that high again," Modrell mused, looking up at the new bridge, several feet above the floor level of the old.

A host of area officials, including Mitch Elliott, the Clinton County Prosecuting Attorney, and Donna Martin, the mayor of Gower, along with Gerald Miner, district engineer for the Missouri Highway and Transportation Department, attended the ribbon-cutting which officially opened the new span.



Staff photo by IVAL LAWHON JR.

Charles Modrell stands by a rock support for the first bridge near Garrettsburg.



—News-Press photo by Ival Lawhon Jr.

"That's where I lived when I was a boy"

George K. Heckel, 90, at right, tells his son, George K. Heckel Jr.

Brooklyn Bridge in North Side recalled

By **FREDERICK W. SLATER**
Staff writer

Have you ever seen Brooklyn Bridge?

The one across Blacksnake Creek? If you have, you can talk about it with George Heckel, a retired mechanic and garage operator.

George, who turned 90 recently, remembers the suspension bridge, built of steel cable, just like the original, because the smaller span here was built by his father, Mathias Heckel.

The senior Heckel, born in Germany, built the bridge as an attraction at New Ulm Park, a combination beer garden and family entertainment center which he operated at the St. Joseph avenue location. The bridge also served to connect two sections of the park. Today the main building, at 3307 St. Joseph avenue is the New Ulm Apartments.

"We had a big bear, 6-foot tall, as one of the attractions," recalled George. "There were other animals as well."

"There were a lot of other attractions, families would come and spend the day. There were athletic contests and always a German band to provide entertainment."

George, who was conceived in Germany and born in Brooklyn, N.Y., said his father had sold a combination pub-theater in Brooklyn for \$50,000 before coming to St. Joseph.

Here in St. Joseph, Mathias Heckel entered the grocery business at 24th and Jackson streets. With the profits from the store he built a number of houses in that area which for awhile was known as "Heckeltown."

"My father, who had been sent to a tinning school in Germany by the mother of Kaiser Wilhelm, was an inventor. My father patented several heating stove improvements while he was in St. Louis and had 35 people employed in making the devices, which produced more heat with less coal. He knew how to conserve energy long before today's crisis," George declared.

"My father's next venture was to buy 50 acres of land in Dug Cut, just about where the new West Belt is being built. He bought 300 pigs and was fattening them when cholera hit — and every one of them died."

Mathias was an early day philanthropist and he operated a soup kitchen for the poor during a depression around the turn of the century. A city directory for 1897 lists the place as "Heckel's Helping Hand Institute," at the southeast corner of Second and Michel. The house, from which Abraham Lincoln reportedly once spoke, was razed in 1972.

"I remember my mother, who was nursing one of my brothers, even breast-fed an orphan child whose mother had died," George recalled.

operated German-English school, said, "Morning classes were in German and the afternoon lessons were in English."

After leaving school, George worked for the Volksblatt, a German language newspaper, which his father had purchased after the hog debacle. George's first job was delivering the newspaper on a pony and later he set type and ran the press for the publication. The paper was printed in a building behind the Heckel home. The paper suspended publication many years ago.

In 1910, George went to work for the Armstrong Automobile Co., a repair shop, as a mechanic. Only bankers, and a few other persons, he said, had automobiles in those days.

In 1914, he opened his own garage in the South Side and stayed there for 39 years, training his brothers, Matt, William and Fred as mechanics. Fred still lives in St. Joseph. George's sister, Mrs. Evart Sullenger, also resides in St. Joseph. George later operated a service station at 24th and Mitchell for several years before retiring in 1959.

The day the accompanying photograph was taken, George was at the First Federal Savings & Loan Association office at Seventh and Felix streets, checking a map of St. Joseph

Brooklyn Bridge on Blacksnake Creek on the map. With him was his son, George K. Heckel Jr., who is a vice-president of the association and an early St. Joseph history buff.

The younger George said some of the checks written on an account his grandfather, Mathias, had in the bank, then known as the German American Bank, are displayed on the wall there.

"The French settled this part of the country," said the elder Heckel, "but the Germans made it prosper."

He pointed to the bank as an example of that early effort by the Germans in St. Joseph to help the city prosper.

"When I was a boy, St. Joseph had three breweries, three shoe factories, wholesale grocery houses and a number of wholesale dry goods firms. It was really booming. Then it went downhill for awhile," he stated.

"Now it is coming back and growing again."

"My only regret is that I retired too soon. I quit at 70. I should have kept on," he concluded.

And as he left the bank building and started off at a brisk stride to the Senior Citizens Center — which meant a steep climb up Felix street hill — the small, short, gray-haired but energetic man, looked like he would keep his pledge.

The pledge, "I'm going to live to be