

THE CHARITON COLLECTOR

**NORTHEAST MISSOURI
HISTORY AND FOLKLORE**

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THE CHARITON COLLECTOR

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COVER PICTURE

This bridge, northwest of Kirksville, overlooks the old Chariton River. The photograph was taken in October, 1983, by Kent Snipes.

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Still Athletic Field, now P. C. Mills Park, was formerly the battlegrounds of KCOM football teams. See related story page 14.

JOE BURDMAN, A HUMANITARIAN

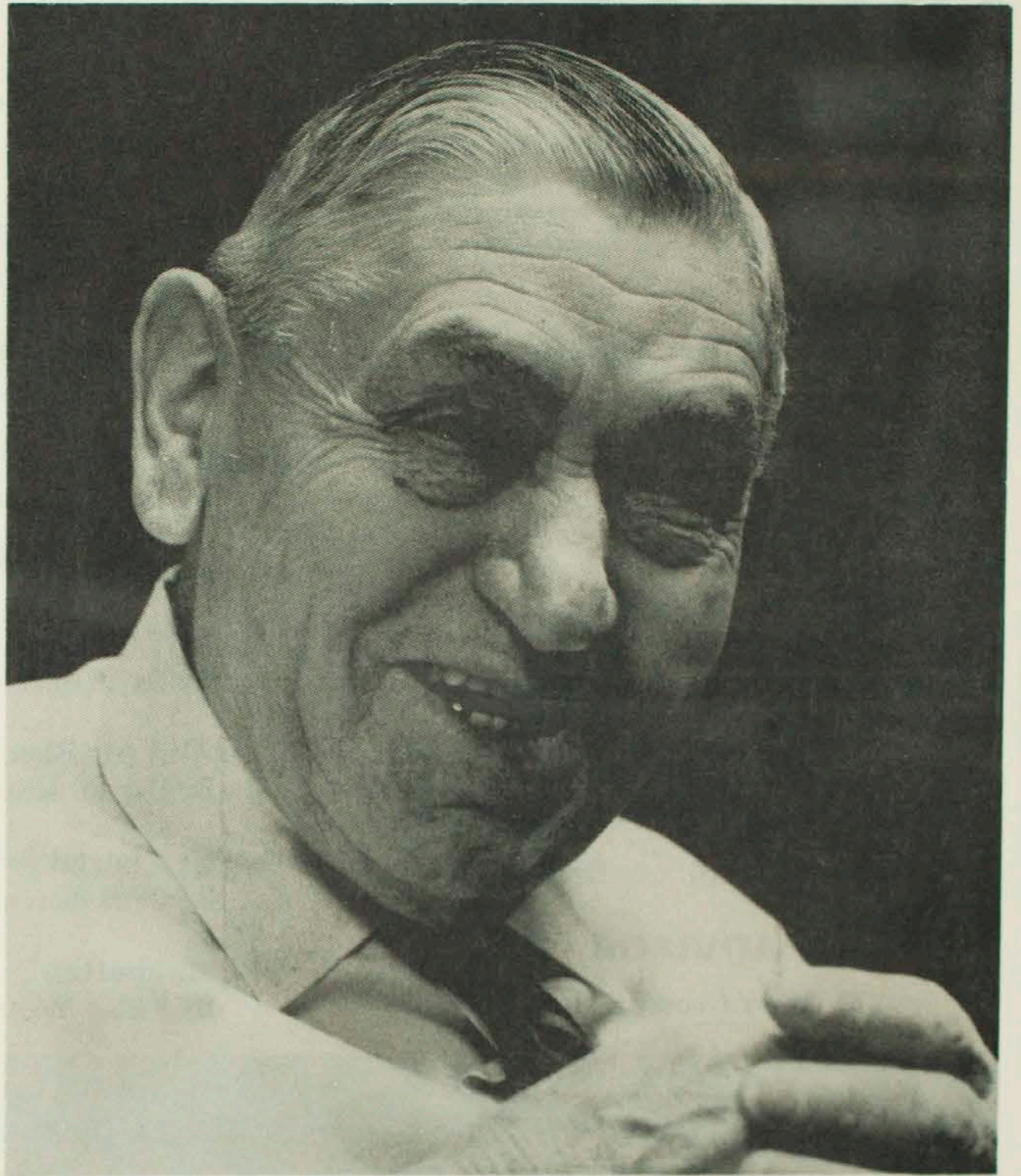
"America has been good to me beyond my fondest dreams and because it has, I have a deep sense of gratitude and duty toward my nation, my state, and my community. It is easy to forget the precious things we have in America but when I look back over my life, I thank God I've had the privilege of living in the greatest country of all," Joe Burdman was quoted to have said in *Joe Burdman's Golden Year 1971*.

Before World War I, Joseph Burdman left Russia and the Czar's army behind and entered the United States at Galveston, Texas, in December, 1913. He brought with him only a few possessions. "When I arrived in the United States I didn't have a cockeyed thing!" said Mr. Burdman. He did have a ticket to Burlington, Iowa, where his fiancée Esther Belgrodsky, had immigrated with her parents earlier that year. Joe Burdman married Esther on March 1, 1914.

Four days before Christmas, 1913, Joe Burdman found a job making baskets in a factory in Burlington, Iowa. For 60 hours work, his salary was \$9. Joe supplemented his income by working overtime. When he realized that he was doing the work of two men, he quit his job to go into business for himself. From his total savings of \$95, he took out \$27 and bought a horse and wagon in 1917. He started buying and selling scrap metal for a living. This first business was known as J. Burdman Iron and Metal Company.

Mr. Bernard Burdman, his son, explained that his father was told that a "veritable gold mine" was to be found in Kirksville, Missouri, because no one was in the scrap metal business there. Joe Burdman, his wife, and their two small sons, Bernard and Louis, moved to Kirksville in 1921.

Mr. Burdman expanded his scrap metal business by buying wrecked cars and selling the used parts, which led to his new business, J. Burdman Auto Parts, which started on March 1, 1921. It was located on the same block as the present Kirksville warehouse and distribution complex at 801 North Franklin. J. Burdman Auto Parts, Inc. has now expanded with 29 branch stores in Missouri and Iowa. Joe Burdman's son, Bernard, is currently president of the company.



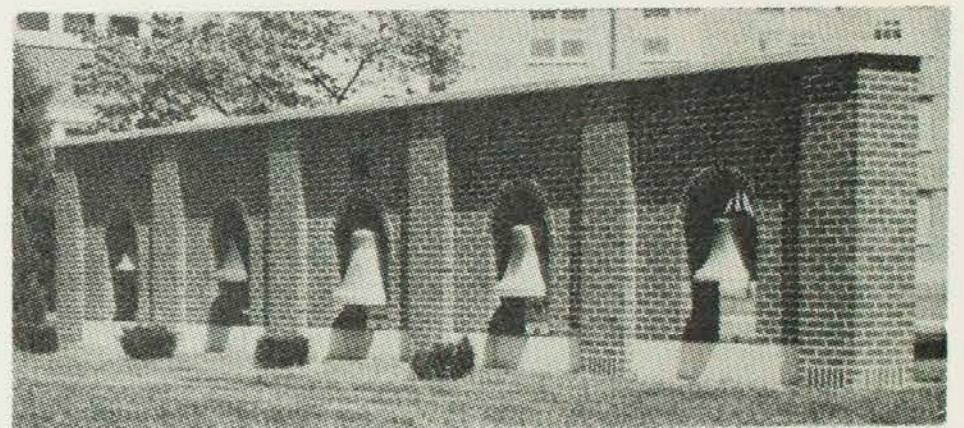
By Molly Upton
Tina Campbell



Top photo (far left): "I admire anyone who believes in what he believes—just as long as he believes in something," Joe Burdman was quoted to have said in *Joe Burdman's Golden Year 1971*. Bottom photo (far left): The first J. Burdman Auto Parts store in 1921 was located in the same block of North Franklin as it is today. Top photo: The J. Burdman Auto Parts store as it looked in 1934 and (middle photo) as it looks in 1984. Bottom photo: The J. Burdman Auto Parts store was located for a short period of time uptown on the west side of the square.



Top photo: The interior of the Kirksville store in 1958. Pictured are customer Monerable Alexander, Joe Burdman, and general manager of the firm, Richard Eggert. Photo at right: The Joe Burdman Bell Wall located on the Northeast Missouri State University campus was built in 1965.



Mr. Joseph Crabtree, an employee of the Kirksville store for 28 years, considered Joe Burdman to be "very kind, hard-working, and a shrewd businessman." Mr. Crabtree also felt Mr. Burdman was a workaholic because he spent his entire time learning from his working experiences. "Joe Burdman was a good citizen and a close friend," said Mr. Crabtree.

Along with his business, Mr. Burdman enriched the Kirksville community with his many civic contributions. The Bell Wall, located on the Northeast Missouri State University campus, was donated by Mr. Burdman. The bells stand for liberty, justice, religion, and education. He had collected the bells through the years from an old school house, churches, and courthouses in North Missouri. Mr. Burdman also established a scholarship at Northeast Missouri State University for two students. Joe Burdman was also a community fundraiser. He helped raise \$100,000 for the Kirksville College of Osteopathy and Surgery's campaign for a new clinic building.

Responding to continuing suggestions from the community that he should run for mayor of Kirksville, Mr. Burdman decided to run for mayor and was elected in 1960. Mayor Burdman's first priority, once in office, was the improvement of the inadequate public services. He had problems dealing

with these public service issues because the state would not provide financial assistance for the improvement of Kirksville's water and sewer facilities until the voters approved certain bond issues. Thus, he turned his attention to the improvement of Kirksville streets and stricter enforcement of traffic safety laws. Before Joseph Burdman's term as mayor ended, he initiated action to have a new city hall built in Kirksville.

After his term as mayor, Mr. Burdman continued to work with his company and with his many civic activities until his death. On August 31, 1974, Kirksville lost a citizen, businessman, and humanitarian. He was preceded in death by his wife, Esther, who died one month earlier. Joe Burdman's philosophy was, "I cannot live in a community merely to take. I've got to put something back into it. My community has been good to me and is entitled to something in return."

One Cold November Morning

No one suspected that the morning of November 17, 1930, would be any different from any other early November day. But the events that took place that particular day left Kirksville in an uproar and with much drama.

At approximately five in the morning, two Kirksville policemen, George Scriven and John Rose, were trying to get a trace on two men who had robbed Loney's Garage on North Franklin Street of \$19.44 two hours earlier. Instead, they came upon a suspicious man at the corner of Missouri and Elson Streets, who, they later discovered, had robbed a Hannibal theatre the night before.

George Scriven had been a night marshal for the city of Kirksville for about a year and a half at the time. Previously he held jobs as a mine worker, mine superintendent, and construction worker. He was born in Shakersville, Pennsylvania, and while still a small child, George moved to Kirksville with his family. He married Alma F. Findling in 1916, and they had five children.

After being a detective for the Kirksville Police Department and the Wabash Railroad Company in Moberly, Missouri, John Rose was promoted to night marshal. Officer Rose was 60-years-old at the time and had lived in Kirksville, off and on, for 35 years. He moved to Kirksville 18 years after his birth in Putnam County, Missouri, and in 1891 he married Iona Johnson.

Officer Rose was finishing his 6 p.m. to 6 a.m. shift, while Officer George Scriven was preparing to go on duty when they received a tip. They were easily recognized by their dark blue uniforms and matching police caps. Each carried with him a service revolver, a flashlight, and a "blackjack." A "blackjack" is a leather wrapped piece of lead about one-foot long. As police officers, their duties included keeping peace in the city. They took care of any disturbance calls they received while on duty, and these duties were handled while they were patrolling the city on foot. For example, they kept an eye on the security of the downtown stores by wiggling front door locks and looking in windows.

Mr. Bruce Hunt, an eyewitness to the events, recalls that particular morning as a cool one. "I remember it was around the Thanksgiving vacation time. I was a senior at New Bloomfield High School in Missouri and was home for vacation. And as I remember it, I was going back to school the following day. The way it came about, I was with some friends who were working at the Kennedy Theatre and it was their job to clean up the theatre after the second show. After we finished we would go down to the White Cabin and have hamburgers and coffee. Well, this particular evening, about one or two in the morning, we saw a lone individual in a car that aroused our suspicion. We watched him park across the street from the theatre. Finally he drove slowly down the street and stopped in front of the office window of the Kennedy Theatre. The

drapes were drawn to one side and a lone lightbulb was shining over an office safe. The man was looking over this safe, and this continued to arouse our suspicion so we kept an eye on the fellow. Later he drove up to the Missouri Street Garage Filling Station on the corner of Elson and Missouri Streets (where County Meat Market is today). We then circled the block and picked up Officers Rose and Scriven."

Mr. Hunt was able to locate policeman Scriven on the west side of the town square. At this time, Officer Scriven asked

Officer John Wesley Rose, who was fatally wounded during the incident, was formerly a detective in Moberly, Missouri, before returning to Kirksville and joining the police force in 1928.



By Leigh Klinginsmith Kristy Mollick

Officer Rose if he would mind accompanying him to investigate further. They got into Mr. Hunt's 1929 Model A Ford and drove to where the stranger's car had been parked on Elson Street. The suspicious looking man was purchasing gasoline for his Dodge Eight. Scriven approached the car to question the man. Scriven asked him where he was going, and the man rolled down his window to give Scriven his response.

"We drove down and to the opposite side of the pumps from where the man was. They (Officers Rose and Scriven) got out of my car and walked over to him and asked him to step out so that he could answer a few questions. He readily agreed to step out, but as he came out of the car, he came out backwards and turned around with a gun in each hand," replied Mr. Hunt.

Clifford Scriven, the son of George Scriven, remembers his father telling him that he thought the bandit was going to hit him, so he ducked. His father also told him that he did not expect the man to be armed, and he was quite stunned to see the guns in his hands.

The bandit shot Scriven first, in the shoulder, and the sudden impact knocked him down. He next shot Officer Rose twice. Officer Rose, who was standing across from Officer Scriven, was shot once in the neck and once in the groin. He was killed instantly. Officer Scriven fired at the bandit twice, while Scriven was lying on the concrete, but as he jumped up the bandit shot at him a second time. The second shot hit some keys and extra shells in Scriven's pocket. The bandit ran around the back of the car then north on Elson Street. Scriven continued firing but failed to hit the bandit. The bandit was last seen as he turned west on a vacant lot and went towards Main Street.

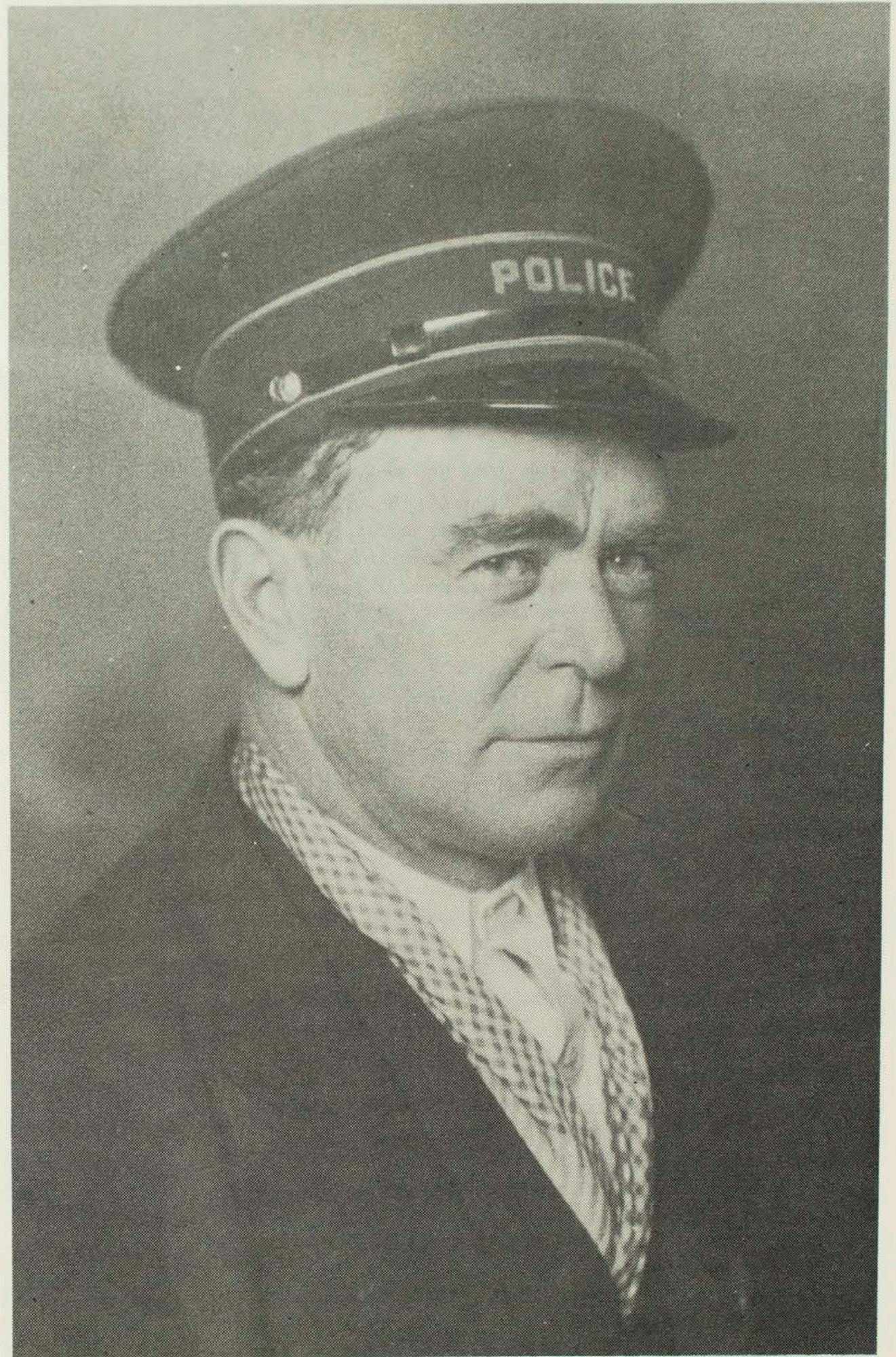
Mr. Hunt remembers seeing the shots fired. "I saw the shots. The second shot hit John Rose in the upper body. It was just like a sledge hammer hitting him and it knocked him completely off his feet. Rose didn't move. He stayed down while the bandit shot once more at George Scriven. This shot hit Officer Scriven in the lower left leg, as I remember, and hit a bunch of keys and these kept the bullet from penetrating the leg. This bullet left a large bruise on his leg about the size of a walnut. The bandit then swung his gun at Scriven again and Scriven raised his arm. These shots stunned and dazed him. The bandit then took off and ran around the corner. I remember seeing George Scriven sitting with his back against the pump and his empty gun in his hand. We called for help. I am not really sure how we got help, but the police came and assisted.

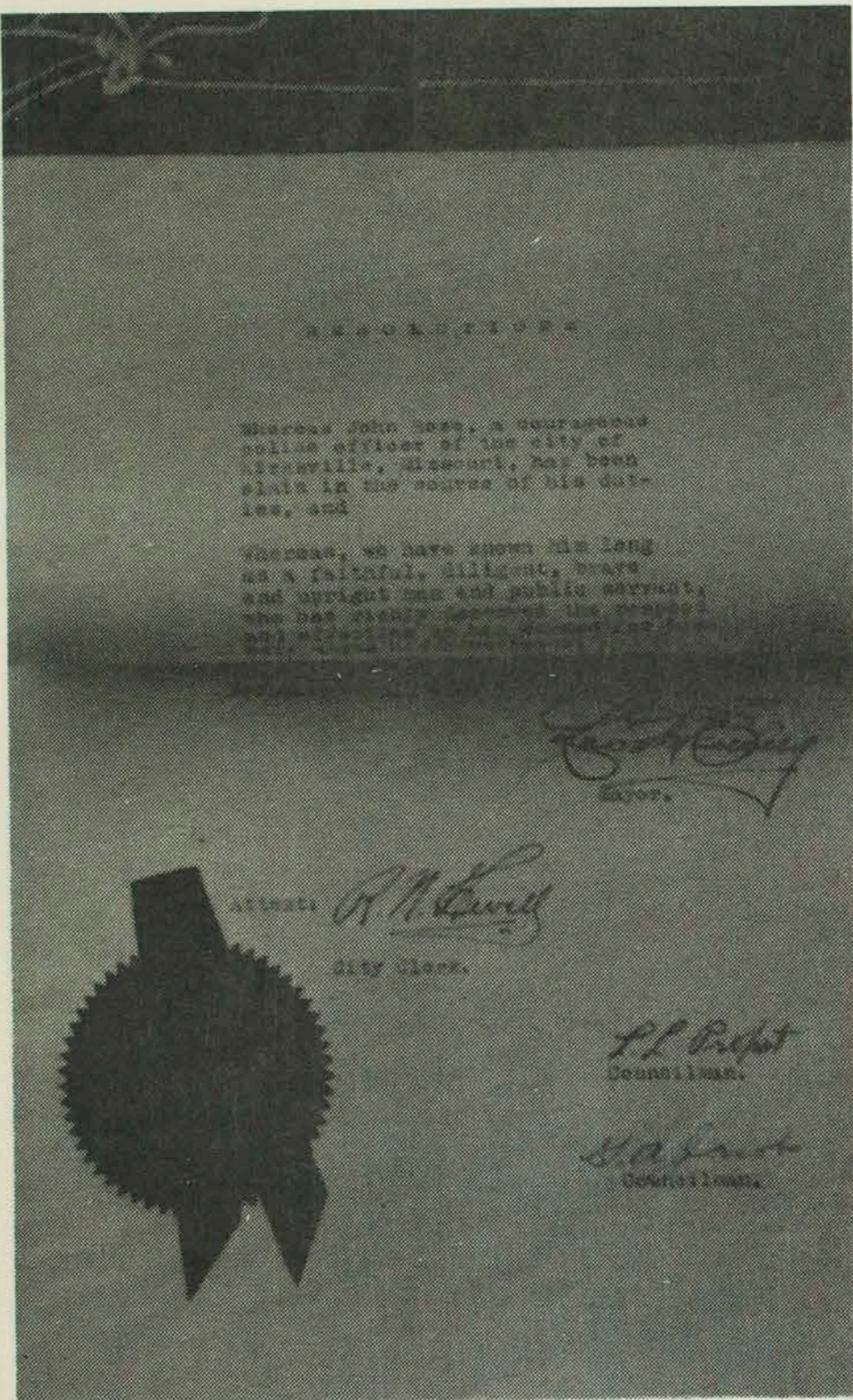
That was about the extent of my participation in the incident."

Scriven, who had his revolver in his hand as the bandit stepped out of the car, said the entire affair took place in such a short period of time that he hardly realized what had happened. Since the bandit did not seem to mind being questioned, Scriven did not expect him to shoot and was unprepared for such an emergency. Scriven had an excellent opportunity to shoot the bandit as he ran in front of him, but by that time his gun was empty. Rose had a gun in his pocket, but never had a chance to use it.

Rose's body was moved to the Summer's and Son Funeral Home, while Scriven was taken to Grim-Smith Hospital. Ac-

This portrait of Officer George Scriven was taken shortly after he joined the Kirksville Police Department.



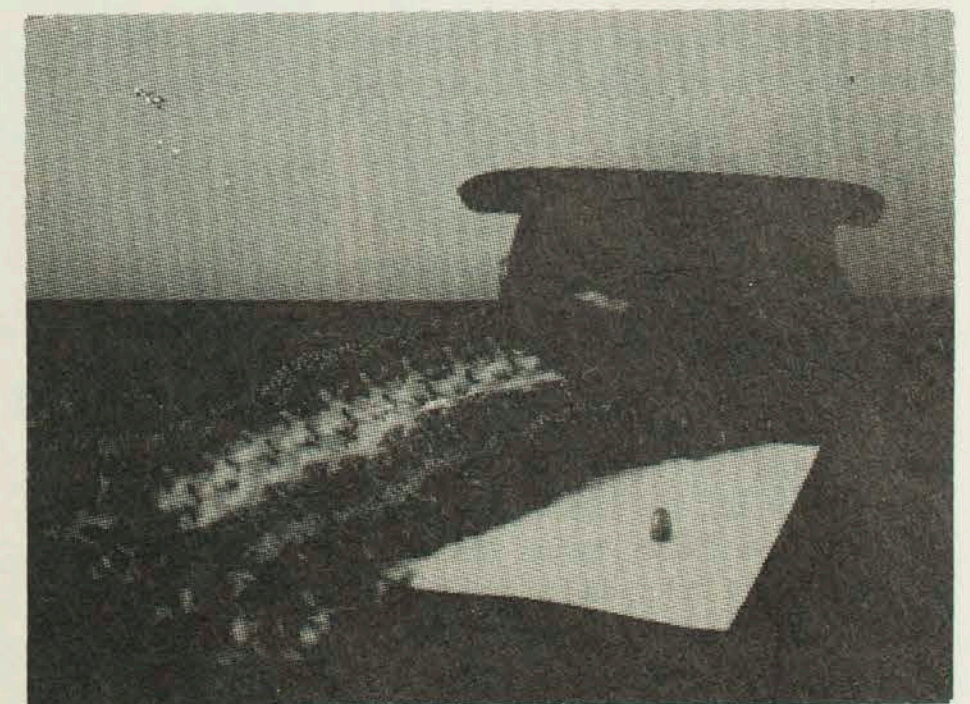


According to the *Kirksville Daily Express*, dated November 17, 1930, Scriven "was shot in the left shoulder, the bullet entered in the back near the lower point of the shoulder blade. An X-ray picture was taken and it showed that the bullet did not break the shoulder blade but still left the danger of infection. The bullet fired hit some keys in his pocket, which prevented the bullet from entering the body. It did make a large bruised spot which gave him more pain than the shoulder wound. Scriven was allowed to leave the hospital the next afternoon."

The man responsible for this incident was apparently experienced in robberies because robbery tools were found in a suitcase in his car. Another suitcase containing clothing, two automatic Winchester shotguns, and several boxes of shells for the .45 calibre revolver he used during the shooting, were found. Also discovered was a sack containing money and checks he had stolen in the robbery from the Orpheum Theatre in Hannibal, Missouri, the night before. Members of the Kirksville Police Department also found a black silk scarf and a new cap that had been purchased in Council Bluffs, Iowa. Although the bandit had many names, after being captured in later years he was known as Lawrence Barton, alias DeVolt. On January 9, 1933, he was sentenced to life imprisonment for the slaying of an officer in Minneapolis, apparently ending any chances for extradition to Kirksville to face charges for the death of Officer John Rose.

The *Kirksville Daily Express* helped to organize a John Rose Fund for the Rose family because of his heroic duty as a police officer. The newspaper asked for people to send their donations to the Kirksville Chamber of Commerce. As for George Scriven, he was bedridden for quite a while after the incident. He was unable to return to the police force and eight years later, in 1949, he died of heart failure.

This event was a sad and tragic one, but it showed two courageous men who met danger in doing their job. And who would have thought it would happen on that one cold, November morning?



Above: These are the remnants that are left from the shooting, which happened 54 years ago. Scriven's police cap and the silk scarf found in the bandit's car are now in the possession of George Scriven's son, Clifford. Officer Rose's granddaughter, Sarah Grossnickle, has the bullet which killed him. Top left photo: Pictured is the proclamation which the city of Kirksville gave to the John Rose family in recognition of his courage. Bottom left photo: County Meat Service, Inc. is the site of the former Missouri Storage Garage Filling Station where the shooting occurred.



Engine Company No. 1

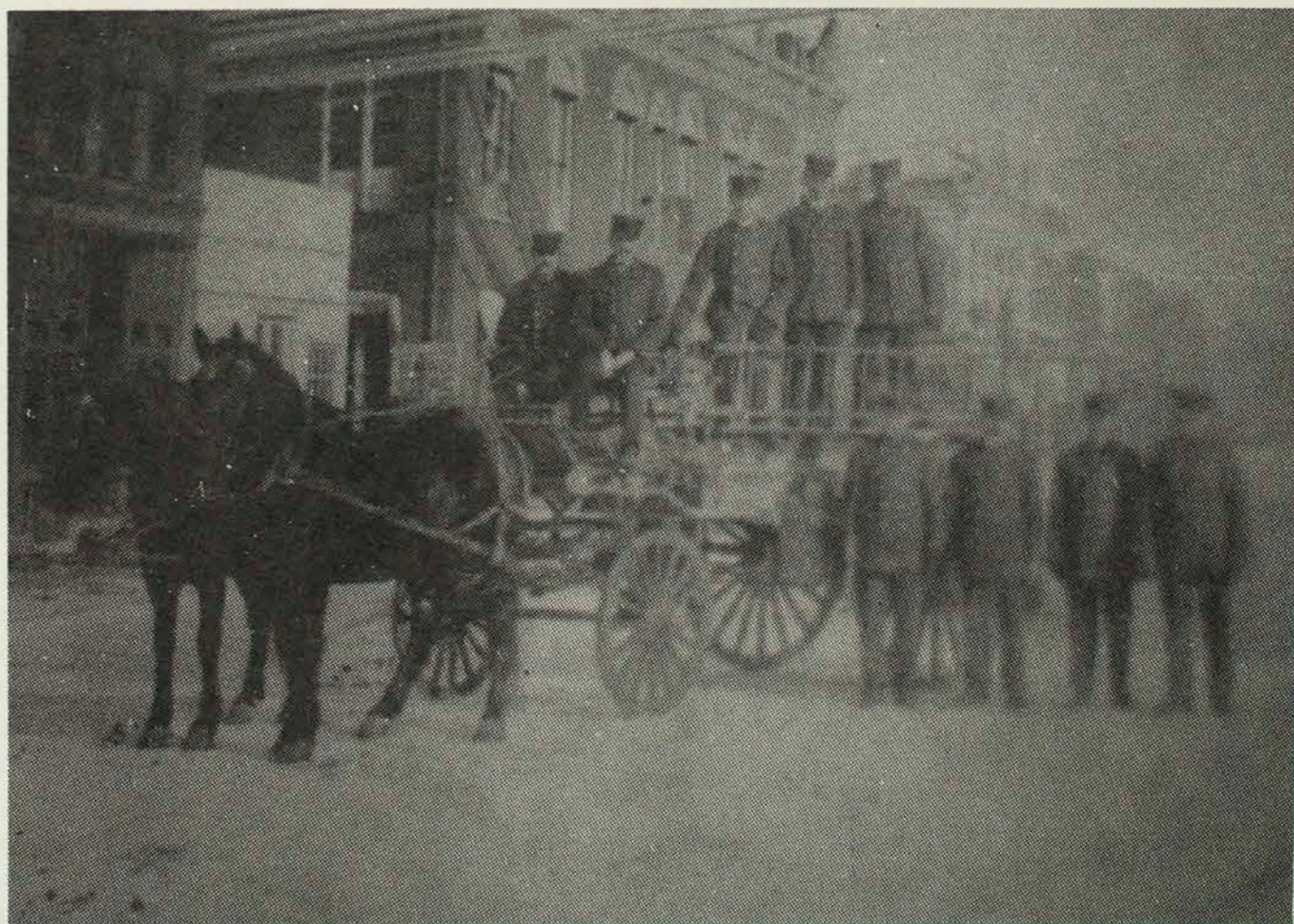
Someone smells smoke; the operator is called. A few seconds later, the siren on the 1941 Ford pumper is heard as it arrives at the fire. Within minutes the efforts of gallant firefighters are successful in putting out the fire. This was a common occurrence in Kirksville until 1979. The city of Kirksville was the proud owner of three fire engines and a two-story engine house, which dated back to the turn of the century.

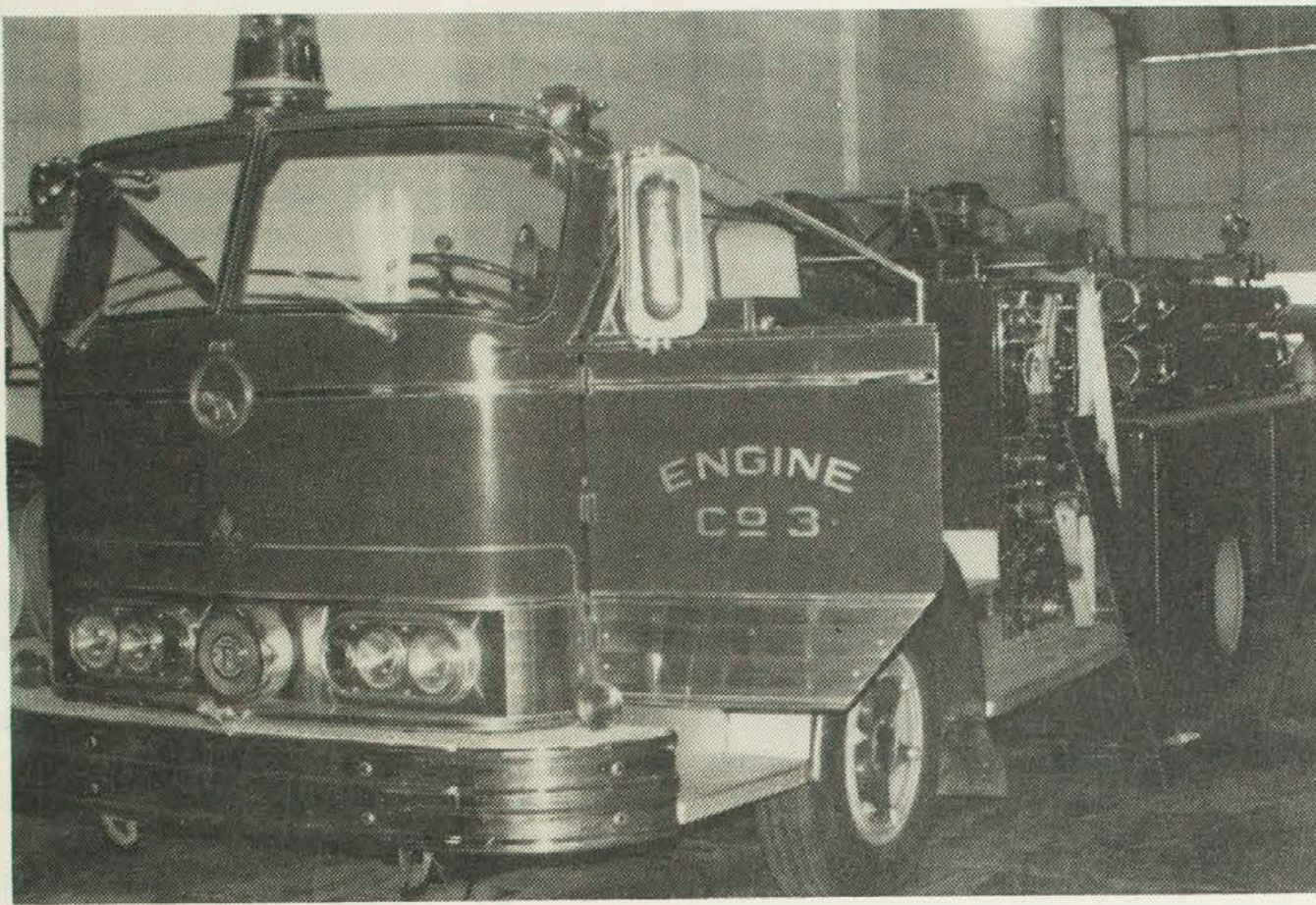
Located at the corner of Main and Harrison Streets, the Kirksville Fire Department Engine House No. 1 was built in 1908 by J. S. Powell. It was a one-story frame structure and later a second story was added. On the second level were the living quarters for six firefighters and on the ground floor were an office for the fire chief and the garage area for the fire equipment. The station was built in the days of horse-drawn wagons, before automobiles became a part of everyone's life. Horses from the neighboring livery stables were used to drive or pull the wagons to the fires. The team of horses, from the stables closest to the station when the alarm was sounded, had the honor of leading the wagons to the fire. When the fire crews were ready to leave the station, the added weight from the wagons made it difficult for the horses to get traction. The floors in the fire station were tiled so the horses could take off more easily.

Talk of organizing a fire station was started in 1878, since the city needed some form of organized fire protection. Robert Clark, owner of Clark Hardware Company, was appointed by the city to estimate the cost of constructing a building to be used as a firehouse. Mr. Clark returned with an estimate of \$1,225 for a two-story building, with three rooms upstairs and two rooms downstairs. In addition to the building the cost of one-sixth of a city block lot would be \$150. These estimates were turned down by the city at that time because of the expense. Clark was called later that year to

find the costs of a hook-and-ladder wagon and a firebell to warn of fires. The wagon was going to cost \$600 and the firebell, \$20. In 1879 the city gave him the go ahead to purchase these items along with six dozen rubber buckets for carrying water to the fire. In January of that year, the city bought from St. Louis, Missouri, a hand engine and 100 feet of fire hose for \$1,100. On February 17, the city bought another hand engine and more hose for \$744.20 from Quincy, Illinois. On March 8, 1879, the city approved

Top photo: On the wall of the Franklin Street Station is this photograph of the firefighters of the era and inserted within the photo are two smaller ones of the firewagons. Bottom photo: Hanging next to the photo of the firefighters is this 1910 photograph of Fire Chief H. O. McIntosh and the firewagon crew on the Kirksville square.





and declared that Kirksville had an organized fire department. The approval was all that was needed for the fire department to officially begin. There was a full volunteer force and three wagons already. All that was needed was an official name—Kirksville Fire Department.

At the start of the fire department, in 1879, O. B. Prichett was police marshal of Kirksville. With the organization of the fire department, he became fire chief. The station was in a rental property at the time. The city's water system was poor, and water to put out fires was available only from four water wells, one on each corner of the square. These wells were the water source until a pipeline system was installed in 1894.

In 1885 C. E. Ross became fire chief and weigh master. The weigh master had a small office at the corner of Main and Harrison Streets. His additional duties were to weigh the wagons loaded with coal at the scales for this was a time when people used coal to heat their homes. C. E. Ross continued as fire chief for eight years.

On February 1, 1883, a fire at Dean's Grocery Store ignited a keg of powder in the stock room. Many of the firefighters, C. E. Ross, William Hannah, Henry Patterson, C. D. Campbell and others, were injured when they were hurled from the building.

In 1890, H. S. Lindsay became fire chief with H. J. Keese the secretary, Manville Carothers the foreman of hose, and H. O. McIntosh the assistant foreman of hose. The fire station was still housed in a rental property. One location used for the station was the old skating rink in the 300 block of Washington Street.

In 1906, many things happened. H. O. McIntosh, former assistant foreman of hose, became fire chief and weigh master. About this time, the city was planning to construct a perma-

Top photo: The 1964 Mack open cab engine has a long line of fire history, dating back to the old Harrison Street Fire Station. It is still used today. Middle photo: Looking at the side, a person can imagine the length and magnitude of the 1000 gallons of water per minute capacity of the snorkel truck. Bottom photo: Just before Fire Chief Babcock retired, the city purchased a new 1980 Chevrolet pumper truck which is housed at the Potter Avenue Station.

ment fire station. The majority of the residents leaned strongly toward building the station on Harrison Street beside the weigh master station. The George Shaw Company sent a bid of \$933, and the J. S. Powell Company's bid was \$950. The city turned down both bids as too expensive. When J. S. Powell sent back another bid of \$900, the city gave him the construction contract. On October 9, 1906, plans were completed and construction started on the two-story engine house at the corner of Main and Harrison Streets. The weigh master's office was currently on this site. When construction was started on the engine house, the weigh master's office was used as the fire chief's office. The Main and Harrison location was chosen because it was close to the business area, and since in the early days the weigh master tended the horses, it was best to have the weigh station along with the fire station. With the construction completed, the fire department took residence in the new station in 1908.

H. O. McIntosh was fire chief until 1914. At this time the city council elected Boyd Howard as fire chief. During his term the city of Kirksville's fire department was motorized. In 1918 the city bought a new Republic fire engine for \$2,975. On September 9 of that year, the truck was used to fight the Harrickman Theatre fire. The Harrickman Theatre, originally the Kirksville Mercantile College, was located where the Bell Telephone Building is today. One week later the Science Hall on the Kirksville State Teachers College campus was gutted by fire. In 1924, a 1923 Stutz six-cylinder fire engine was purchased, costing \$12,500. It was purchased on January 1 and two weeks afterward, on the 28th, Baldwin Hall on the KSTC campus burned. The trucks were used to fight the fire and they had to drain the lake in the middle of the campus to help battle the blaze. In spite of all efforts to save the building, it was a complete loss.

In 1933 firefighter John Snyder became fire chief. The city bought two new trucks during his term. A 1941 Ford, which pumped 500 gallons of water per minute, was used to fight fires up until 1979. The first major fire in Kirksville for which the Ford was used, was on May 10, 1945, when Mary Immaculate Catholic Church at Washington and Davis Streets was damaged extensively by fire. In the winter of 1947, the Stutz was sent to a fire at the A.S.O. infirmary on Osteopathy Street. The fire was extensive and the Stutz was pushed to its limits in battling the fire. When the truck returned to the station, it was beyond repair and would not start the next day. In 1948 the city bought a new International fire engine which pumped 750 gallons per minute. After this purchase the International and the Ford were the city's firefighting equipment.

On December 11, 1955, the United Methodist Church at the corner of High and Washington Streets burned and both the Ford and the International were used to extinguish the fire.

In 1958 John Snyder retired and firefighter Clarence Babcock became chief. Babcock made the job of fire

Pictured is the front of the Harrison Street Station. It was built in 1906 and demolished in 1979. (Photo courtesy of Pickler Memorial Library)

chief his career. He helped considerably in getting the city its current firefighting system. He also helped firefighters of his term maintain their future positions. But there was also a lighter side, according to Clarence Babcock, "In the earlier years much pinochle and checker playing was done at the station. Many people would come to play, and the station would get very crowded."

On December 4, 1959, the Kirksville Country Club burned. In spite of the efforts of firefighters and the two trucks, it was a complete loss. During Joe Burdman's term of mayor in 1964, the city was able to purchase with current funds, a new \$26,000 Mack open cab fire engine. The truck had a 1,000 gallons per minute capacity and was a major improvement to the fire department. The first major fire for which the Mack was used was on June 7, 1965, when the Arnold Lumber Company, located right across the street from the fire station, burned.

In 1973, the city recognized the need for an aerial truck. With the purchase of an aerial truck, the city would need a place to park it since the Harrison Street Station was too small. The city started accepting bids on a new, modern fire station. At this time, and even today, many of the city's new business construction and industries were centered in the north part of the city. From the Harrison Street Station to get to any of the factories on Industrial Road, they would have to go by way of Main Street to Cottonwood Street to Osteopathy Street. Also, the rail system intersected Cottonwood. Many times the firetrucks could not go this way because of the trains and this cut down on arrival time considerably. For this reason the city planned the North Station on Potter Avenue. Reed Construction received the contract to build the station, and the cost was \$96,000. The city entered the station in April of 1976, and at that time, the city had on order a new aerial truck. Two weeks after entering the North Station, the city received a new Mack snorkel truck. The cost of the engine was \$120,000.

On Easter Sunday, 1975, the Zodiac Night Club located next door to the Harrison Street Station was destroyed by fire. Ron Stewart was returning from lunch. He entered the fire station and went upstairs to lay down when one of the other firemen said, "There is smoke coming from the back of the Zodiac!" They looked out the back window and the back



lot was filled with black smoke. Though drastic efforts were displayed by the firefighters, the Zodiac was a complete loss. Ironically, due to the night club being next door to the fire station, the station sustained heat and water damage.

The need for a new central station was evident. In 1976, the city gave the contract for the new central station to Schoonover Construction. In November of 1978, the city entered the new station at 601 South Franklin. The station cost \$350,000 and is able to house eight to ten men at one time.

Two months earlier, on September 24, 1978, a major fire broke out at the Lucky Lanes Bowling Center on North Highway 63. The North Station responded, along with the Harrison Station. By the time they arrived, the blaze was well under way. The roof of the structure contained steel beams which ran into the roof of Elaine's Restaurant next door. There was a divider curtain running the length of the beam in Elaine's. The beam was so hot it set the curtain on fire, adding an interior fire to the exterior fire. Ron Stewart, assistant fire chief, said, "With steel roof structures the beams have a tendency to twist and bend. When this happened, the roof took a wall with it on the way coming down." The two businesses were total losses.

Also, in 1978, the city purchased a new Mack pumper with a 500 gallons per minute rating. It was the first truck to reach

By Dan Sullivan Terry Baker

the Lucky Lanes fire. With the purchase of this truck the 1941 Ford was later sold to a local individual and the 1948 International was given to the Clarence Cannon Airport for firefighting purposes.

In 1980, the city bought a new Chevrolet 500 gallons per minute pumper for \$50,000. After the purchase of this truck, Chief Clarence Babcock retired and the city hired William Burgess from Champaign, Illinois, who was battalion chief there, to replace Babcock. Due to Burgess' family situation and bad health, he left after eight months and assistant chief Ron Stewart became the current fire chief.

Chief Stewart had the opportunity to serve in the Harrison Street Station, "I wouldn't take any amount of money for being able to work in the old station and under Clarence Babcock. It was a great experience!"

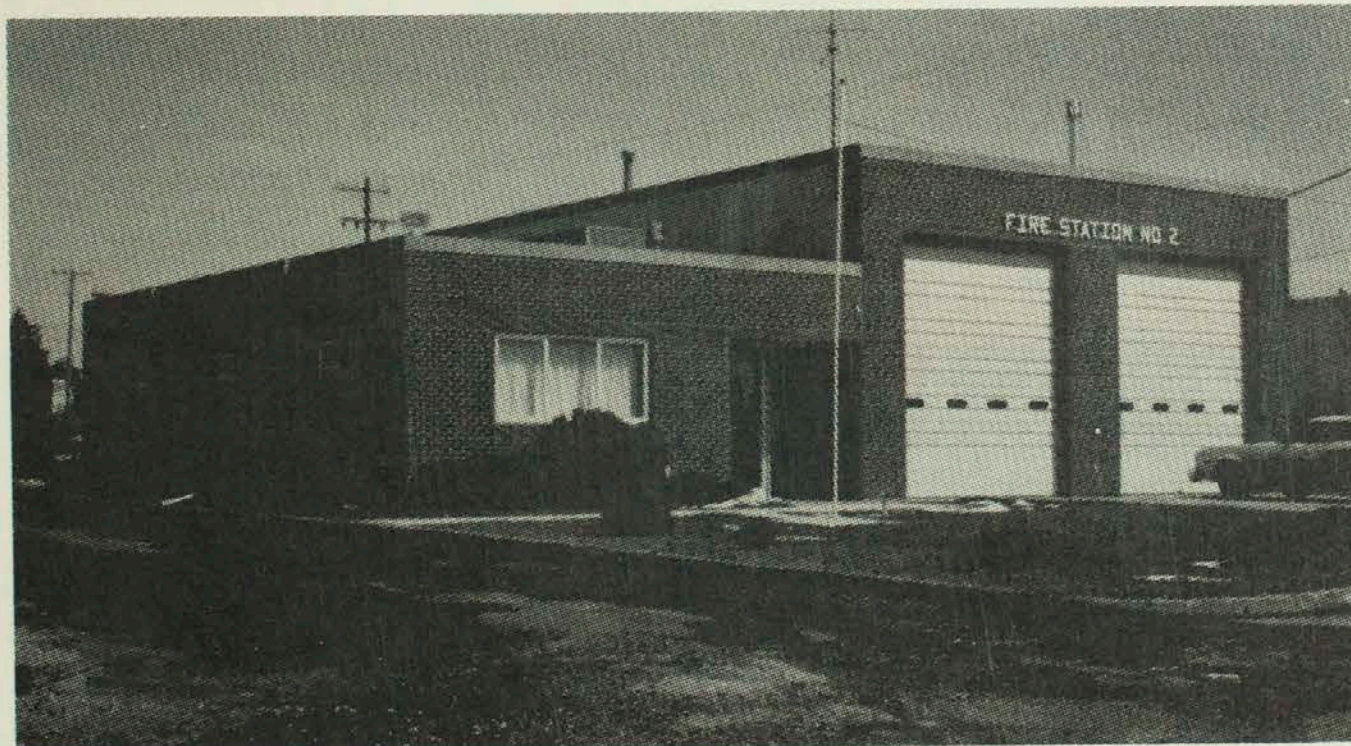
In 1979 demolition was started on the Harrison Street Station by Mihalevich Construction Company. The cost of demolition was \$53,655. In July of that year, Esterline's Motor Company, on the corner of Franklin and Illinois Streets, was a complete loss due to fire. The snorkel truck was used extensively to fight this fire along with the

other three engines, but efforts to save the structure were useless.

In the summer of 1981, a late evening fire broke out at the Kirksville Post Office on Jefferson Street. Thanks to brave and gallant efforts, the structure was saved.

The latest major fire was on January 21, 1983, when Too Tall Tucks Tavern and the Adair County YMCA building at the corner of Missouri and Elson Streets burned. Three fire trucks and the snorkel truck were used to battle the fire until mid-morning. In spite of efforts, the structure was a complete loss.

The city of Kirksville has always had an everchanging and modern fire department. The Harrison Street Station was a sign of days gone by and needs for modernization. However, it will always be in the memories of every Kirksville resident who smelled the stench of any structure fire.



Top photo: The North Station was built in 1976 and houses two engines today. The area of response for this station is the north part of town and Industrial Road. Bottom photo: The Central Station on Franklin Street was built in 1978. With the construction of this station the Harrison Street Station was vacated. The Franklin Street Station today is the main headquarters of the Fire Department.

Scenes from the Past

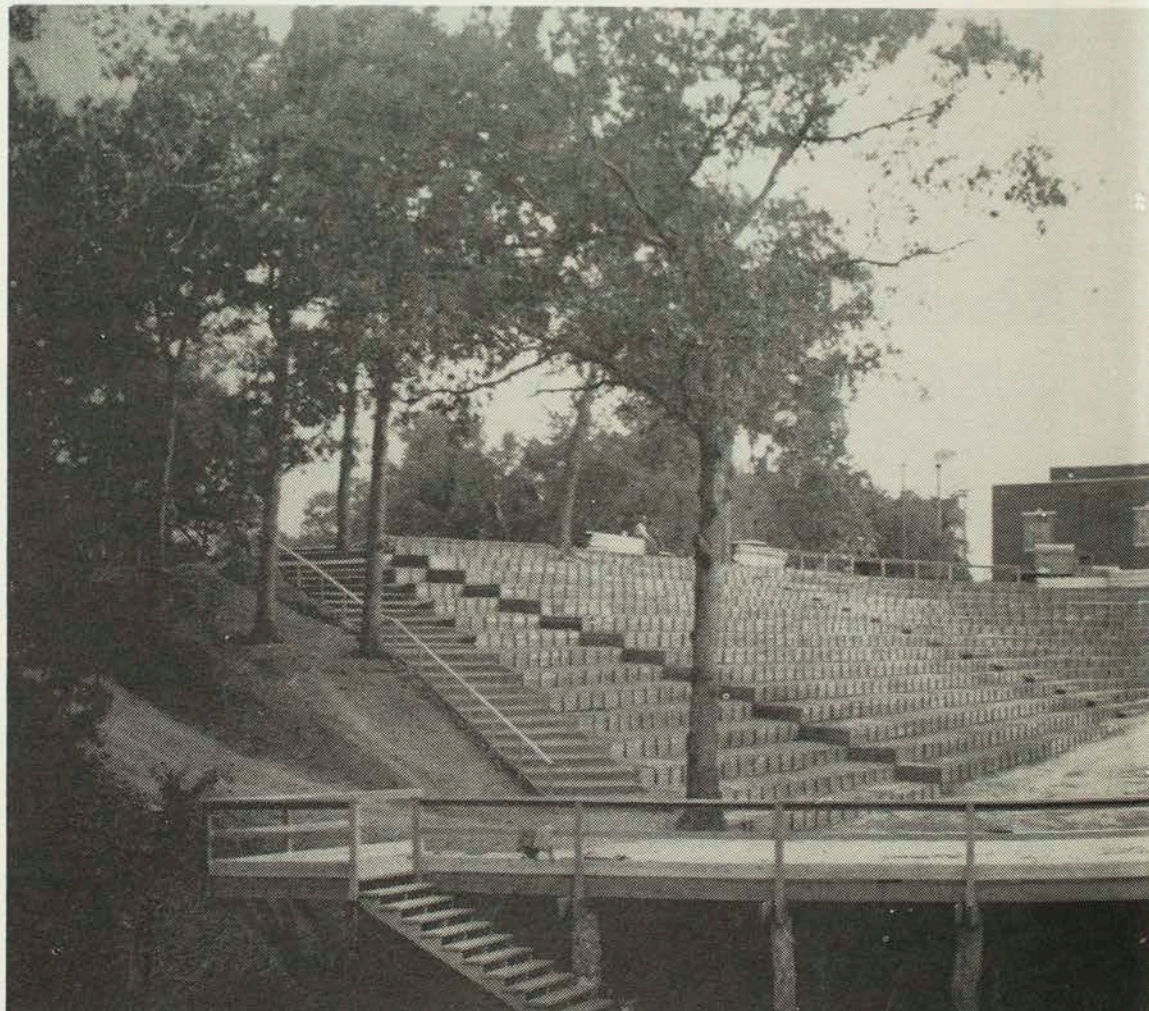
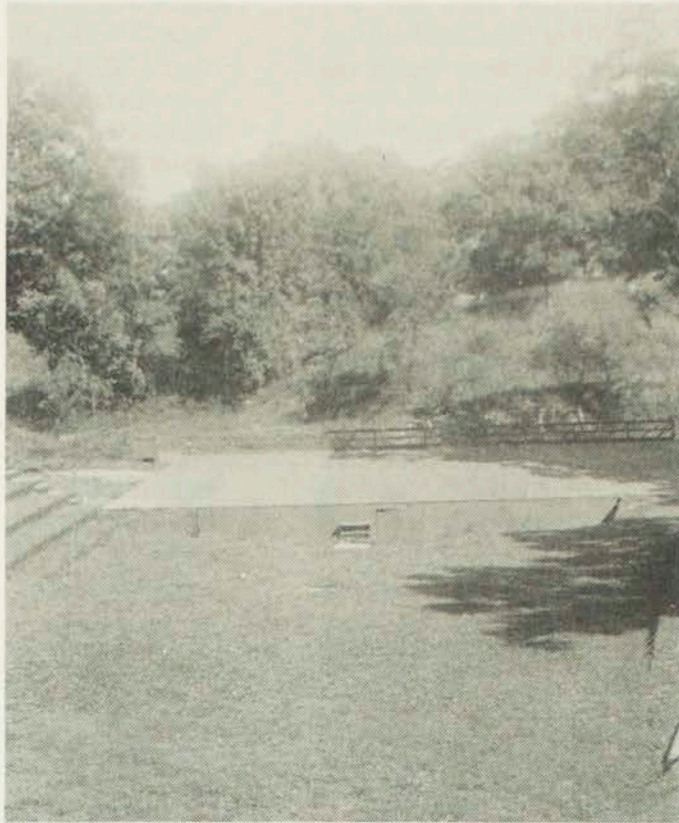
The Laughlin Bowl was a natural outdoor amphitheater originally built to use in the celebration of Kirksville College of Osteopathic Medicine's 40th anniversary. Early construction crews of mules, horses, and workmen pictured to the far right, began the excavation work on the Laughlin Bowl in the summer of 1932. One interesting incident occurred during the blasting of the grounds; a tree stump went through the roof of the book store, which was located a block away. A hole, a yard in diameter, was torn through the roof, and luckily, no one was injured.

The workers were employed by the Works Progress Administration, which was a federal government program organized under President Roosevelt's New Deal. During the depression of the thirties, the WPA had the authority to recommend and complete useful projects designed to create employment in many areas, such as building bridges, painting murals, and writing local histories.

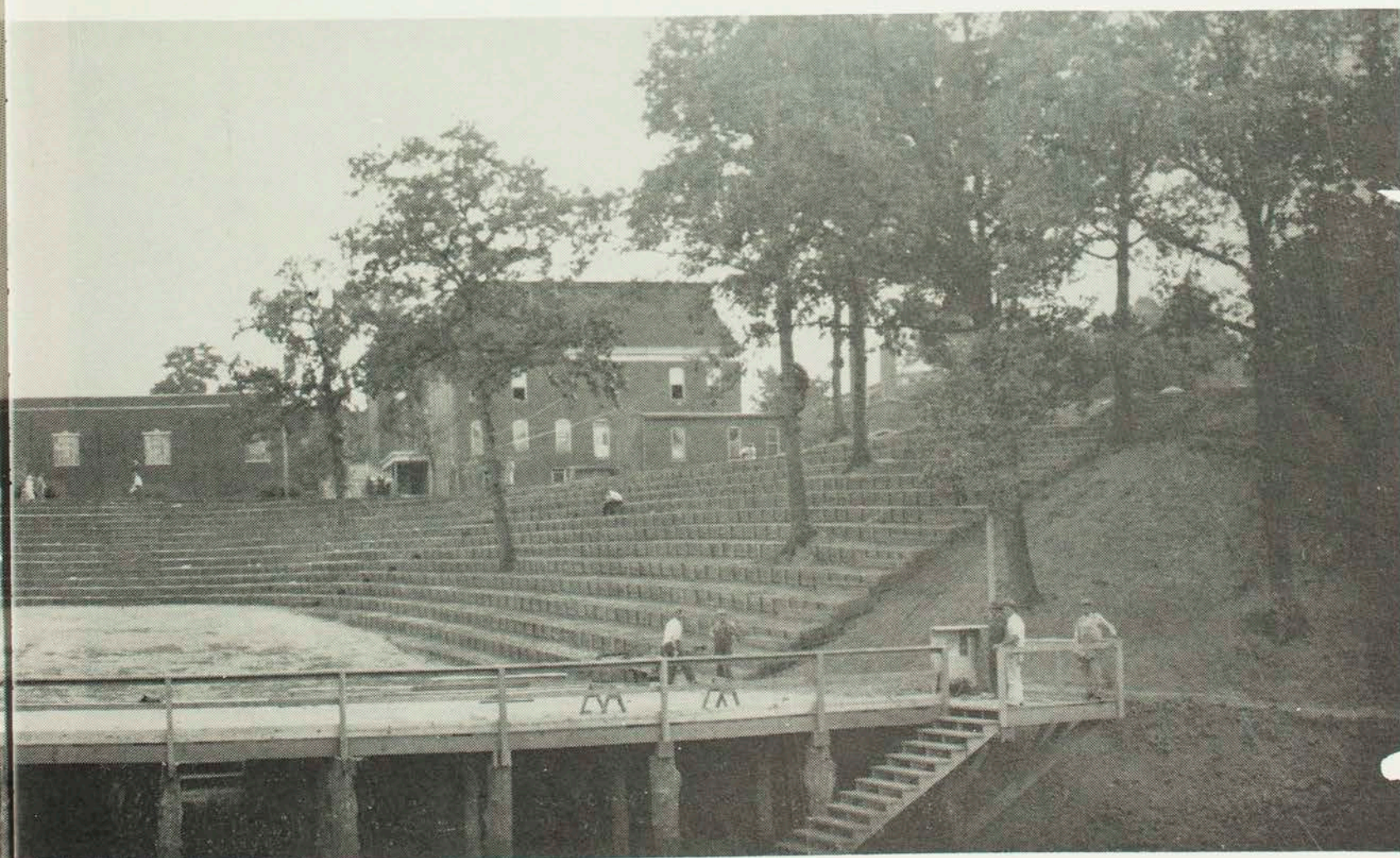
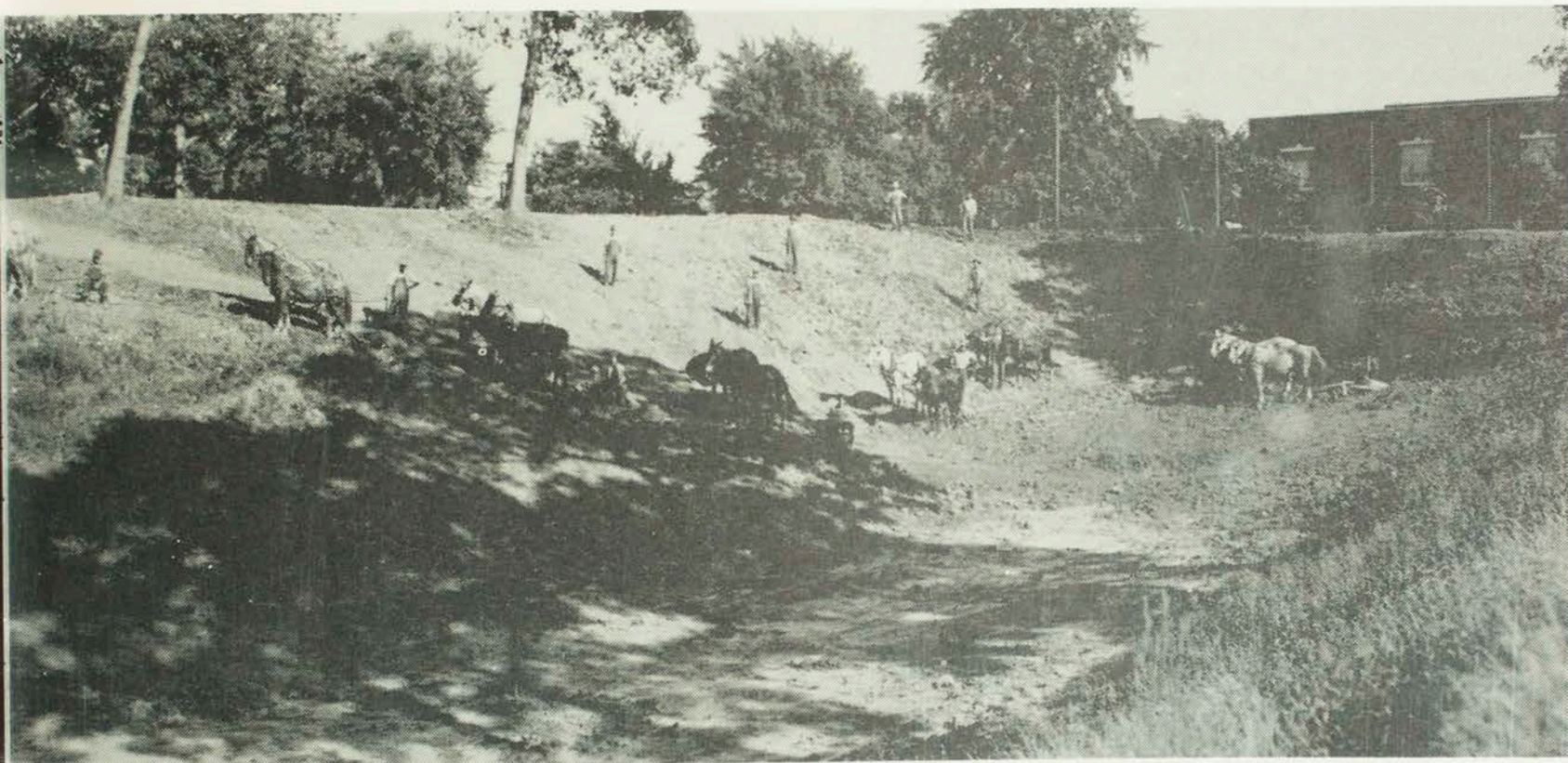
Pictured to the right is a view from the top of the seats as if you were watching a performance on the large stage area. Notice the grass floor of the bowl. The first major event held in the Laughlin Bowl was a pageant devoted to and outlining the life of Dr. Andrew T. Still, founder of osteopathic medicine, on October 5 and 6, 1932. This play was part of the annual national convention of osteopaths which was being held in Kirksville at that time.

Another view of the amphitheater, as it looked in 1932 just prior to being completed, is pictured below. Once completed, the bowl had a seating capacity of over 7,000 and a stage area of 55 feet by 80 feet.

Although built for school and public use, the Laughlin Bowl was not as widely used as anticipated by the KCOM administration. For several years the bowl was used by KCOM for graduations, until the fall of 1961, when it was filled during the construction of the Timken Burnett Building. Today, what was once the Laughlin Bowl is now a parking lot behind the Timken Burnett Building.



Photos courtesy of Still National Osteopathic Museum



THE "O" TEAMS

What is an "O" team? Well, the "O" is for osteopathy and the team represented the American School of Osteopathy (ASO), which is now Kirksville College of Osteopathic Medicine, in the late 1800's and early 1900's.

Kirksville College of Osteopathic Medicine (KCOM), was once a college of many athletic activities, such as basketball, hockey, wrestling, golf, and tennis. The main purpose of athletics initially wasn't to produce athletes, but was used to advertise the college. The athletic teams provided a source of recognition the school would not have received otherwise. Students were encouraged to come to ASO to study and to participate in sports, and some students were actually given athletic scholarships.

The Department of Athletics at the former American School of Osteopathy was given special attention by school authorities, for it was the belief of the administration that a sound body was essential for ensuring a sound mind.

The osteopathic football team, known as the "O" eleven, officially started in 1899 and continued until 1928. In the

organization's beginning, professional coaches were used to guide the teams. Due to some complications through the years, coaches never remained at the school very long. In 29 years of football, 19 coaches were at the helm. The longest anyone ever coached football at ASO was from 1921 to 1924 when Ray Sermon coached. In 1907 an Athletic Board of Control replaced the professional coaches. This board was mainly a student organization with some faculty representation, which advised the students in their decisions as far as coaching and setting up athletic contests. This board also appointed members of the student body who had considerable athletic experience as coaches for the athletic teams.

Under whatever coach or organization they had, the "O" eleven played and defeated such teams as the Universities of Missouri, Nebraska, Texas, and Wisconsin. The ASO football squad could even boast of traveling 24 hours to South Bend,

The American School of Osteopathy "O" nine of 1908. Note the early style of gloves and the bear mascot in the front row.



Indiana, and playing the Irish of Notre Dame. In order to play this game with Notre Dame, which ASO lost 28-0, a game was cancelled that same day with a school in Hurdland, Missouri.

At this time there were no set rules to keep a team from cancelling a previously arranged game to play someone else, or just not to play at all. Other rules, such as a player's right to play, the length of games, the size of the field, specific rules, and other decisions were argued before each contest. An athlete could play four years at an undergraduate college before coming to ASO, and then could continue to play as long as he studied osteopathy at ASO.

Either with or without a coach, the "O" eleven of 1899 to 1928 outscored all opponents in 23 out of 26 official seasons. ASO became a well-respected school. Some of the players of the early teams were so big that they organized their own club known as the Osteopathic Beef Trust. These men brought the 1901 Missouri State Football Championship to ASO, beating such teams as the University of Texas 48-0 and avenging a loss the year before by beating Missouri 22-5.

This state championship and the win over Missouri were especially sweet. The previous year a trainload of about 225 supporters left for Columbia. The train, which was four cars long, was covered with the school colors of red and black. After ASO lost 13-0, Missouri fans rushed the train and tore down the banners, carrying them triumphantly through the

By David Snyder Paul Attebery

city streets. They also proceeded to take personal belongings of the ASO crew such as canes, hats, and trophies. As the students of ASO resisted, a general riot followed and several people were injured on both sides. During a short layover in Moberly, the engineer of the train was given an osteopathic treatment to calm his nerves and ease his tensions. In the following days, Columbia newspapers apologized for the outrageous conduct of their fans.

After ASO became organized in athletics, the "O" teams fell under the rules of the M.I.A.A., the Missouri Intercollegiate Athletics Association. These rules affected the requirements of ASO athletes.

Along with athletic teams came cheerleaders. The cheerleaders of ASO, who were men in those days, cheered on ASO teams with great lines such as: "Osokie wow-wow! Skinny wow-wow! Osteopaths! Ribs raised, Bones set, We cure—you bet! Osteopaths!" In 1926, the name Rams became the official logo and mascot for all ASO teams.

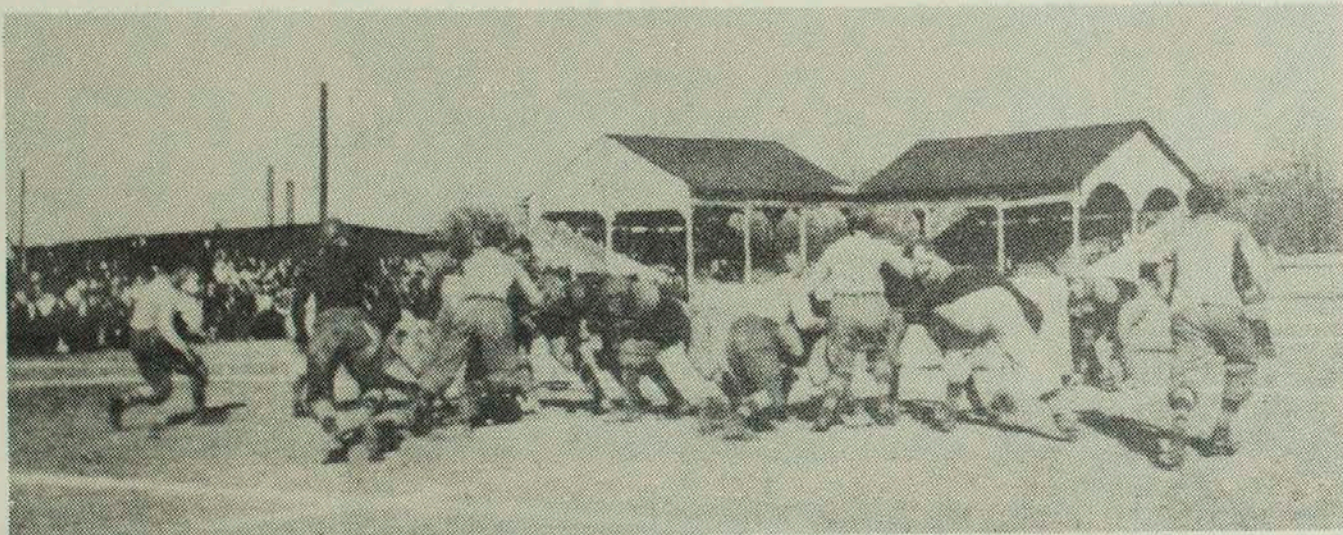
Baseball at KCOM was started about 1900 and lasted until 1938 due to World War II. As with football, there were also

professional coaches for baseball teams. Although the Athletic Board of Control did take power, there was nothing that said a professional could not be a student coach. In 1915, C. B. Ferguson, a major league baseball pitcher for six years, became active as a player coach. Under his leadership, the 1915 "O" nine were undefeated. This team went on record by beating Kansas University in 13 innings.

In a different way baseball served two members of ASO who were putting more emphasis on study rather than on competition. Harrison J. Weaver, D.O., became a physician and trainer for the baseball St. Louis Cardinals. Harold "Wendy" Wendler, D. O., became a trainer and physician for the Brooklyn Dodgers. "Wendy" Wendler was also the honorary captain of the football Rams of 1928.

When the ASO track team started in 1908, it usually took a backseat to other sports. After a few seasons, the ASO track men were well-respected by many of the large colleges. Although the teams were small, usually five to ten men, they were made up of fine athletes. In 1911, ASO track made a name for themselves. During the Pan American games, according to the 1911 *Osteoblast*, three members for the ASO track team competed against

Top photo: A scrimmage of the 1911 Rams against an unknown opponent. Bottom photo: The Beef Trust of 1910. These men, in their old-fashioned uniforms, posted a two-win, two-loss record.



many of the big universities. "Denning won the broad jump, Petit tied the world's greatest pole vaulter, and White was presented with a gold medal for being the best all-around man." As a result, at ASO, track ran many years as one of the main sports instead of one of the lesser.

Although ASO had many exciting games with many schools, the greatest rivalry was with Northeast Missouri State University, which was then the Kirksville State Teachers College. Student support of these athletic contests was much higher than contests played with other schools.

The former intercollegiate sports program has now been replaced by an Intramural Sports Program that still promotes the philosophy that a sound body is essential in ensuring a sound mind. Many of these intramural contests are held at the newly built Thompson Campus Center, which was donated by the alumni of KCOM. This indoor facility replaces the old indoor facility located on the lower floor of the George Still Building.

Though not mentioned, women were encouraged to participate in sports also. For instance, in 1901 basketball and golf teams were set up for women, and a tennis team was soon to follow. As today, men outnumbered women by a high percentage in the school. Women were not dominant in numbers at ASO but they were still encouraged in terms of athletics and medicine.

Intercollegiate athletics at KCOM ceased to exist for several reasons: increased workloads on students, the inability to finance teams, and the increasing financial guarantees with other schools. At the turn of the century, ASO was a little-known school because the study of osteopathy was still relatively new. Athletics gave way to a stronger emphasis on study, and with the greatness of its athletic program, the emphasis on medical organization must also be as great. With the help of its intercollegiate sports program, ASO gained needed recognition. This, in turn, led to the development of ASO to KCOM and its respected reputation in medicine.

ASO



In 1926, the Ram became the official logo and mascot for all ASO teams.

Top photo: The ladies' lawn tennis team of 1907. The femininity of women's sports was shown by their long dresses and wide-brimmed hats. Bottom photo: The men's track team of 1909. Although these teams were usually small, they were made up of very fine athletes.



Photos courtesy of KCOM Library.

This Old Air Base Is Still Alive and Kickin'

In the early 1950's the Korean conflict and the Cold War with Russia began. For these reasons a string of air bases was built across the country to defend against aerial attack. Part of this network of stations was the 790th Aircraft Control and Warning Station at Sublette, Missouri. This base, located six miles north of Kirksville on Highway 63, filled a radar gap between Kansas City, Missouri, and Des Moines, Iowa. Another reason for the site at Sublette was that the area is one of the highest points in northeast Missouri.

In the early 1950's the United States government purchased 54 acres of land in Sublette, which was used for the 790th Aircraft Control and Warning Station. In 1951 the station officially opened, housing 250 men in six barracks. There were four barracks for enlisted men, a barracks for non-commissioned officers, and one for commissioned officers, two radar towers, a mess hall, gym, mail room, PX, and an orderly room with an NCO club were also built for the 790th. Nine houses were built for married men and their families. A motor pool, auxiliary repair station, and a backup power system were also on the base.

The base had two height-finder radars which determined the height that an aircraft was flying. The main radar, stored in the giant "golf ball," scanned a 200-mile area. This radar occasionally picked up unidentified aircraft. One incident on July 13, 1952, was verified by Major R. B. Abercrombie, commanding officer of the 790th A. C. and W. according to the *Kirksville Daily Express*. At approximately 9 p.m., an unknown object was detected on radar. The radar blip indicated a solid object, the size of a large aircraft. Before disappearing from the screen, it was clocked at a speed of 1700 miles per hour. The Air Technical Intelligence Command, the agency which investigates unidentified flying object reports, tried to explain this incident by saying a thunderstorm had caused the blip to appear on the radar. The Washington Center controllers dismissed this explanation by saying that no storms were in the area.

Mr. Alvin Henderson, an air patrolman at the Sublette base from August, 1951, to May, 1961, related another such happening. Mr. Henderson explained, "An object was being tracked that was dropping into radar coverage, hovering for a while, then leaving the screen straight up." Objects were usually tracked as they flew in and through the 200-mile radar span. This object was dropping into radar coverage from heights above radar range and then returning straight up. The incident was never explained.

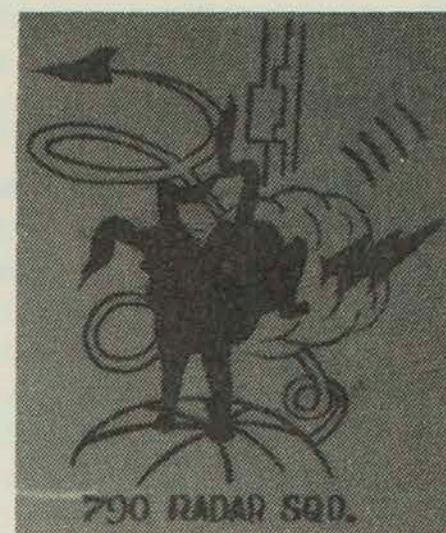
The air base was under tight security because of its importance; therefore, the base had frequent security checks. During these security checks the Air Patrol, who were commonly on guard, would be designated the "aggressors" and different guards from the base would be put on duty to protect against intrusions. The base would be put on alert and the mock aggressors would try to penetrate security.

Mr. Henderson took part in some of the security checks and explained to us one such check. "Me and a few other Air Patrolmen were designated as aggressors and were to try and break through security, plant fake bombs at strategic points, and escape if possible. We left the base and were not given a

certain time to break in so the guards would not be expecting us. The base was put on full alert during these exercises. Me and the other aggressors split up outside, and snuck into the base from different spots around the fence. I climbed the fence and made it undetected to the 'golf ball.' I planted the fake bombs and was getting ready to leave when a guard caught me. He took me inside and was guarding me until the other guards got there. I caught him unaware, knocked him down, and escaped over the fence."

Another security check was described in the *Kirksville Daily Express* issue of November 20, 1953. Harold Wood, the manager of the Travelers Hotel, was notified that a briefcase was found in the hotel parking lot. Finding a lost briefcase was not an unusual occurrence. However, when Wood opened the briefcase to find some identification, he found several time bombs with each fuse inscribed, "Time Bomb, Kirksville,

The giant "golf ball" located at the Sublette Air Base is made of fiberglass and measures 57.5 feet in diameter.



Mo., Nov. 19." Wood thought it could have been a plot to kill the mayor of St. Louis, who was in town on that day.

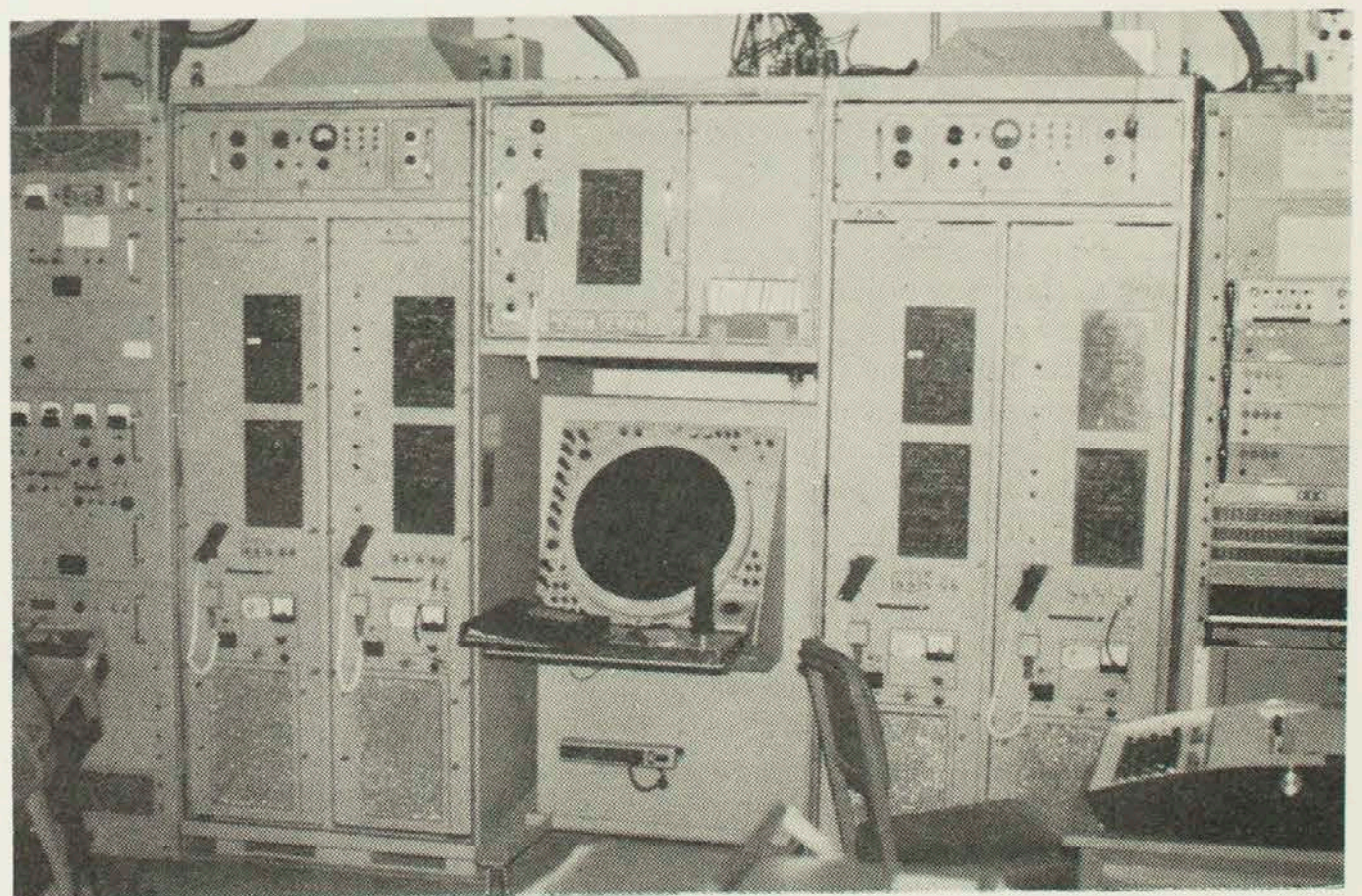
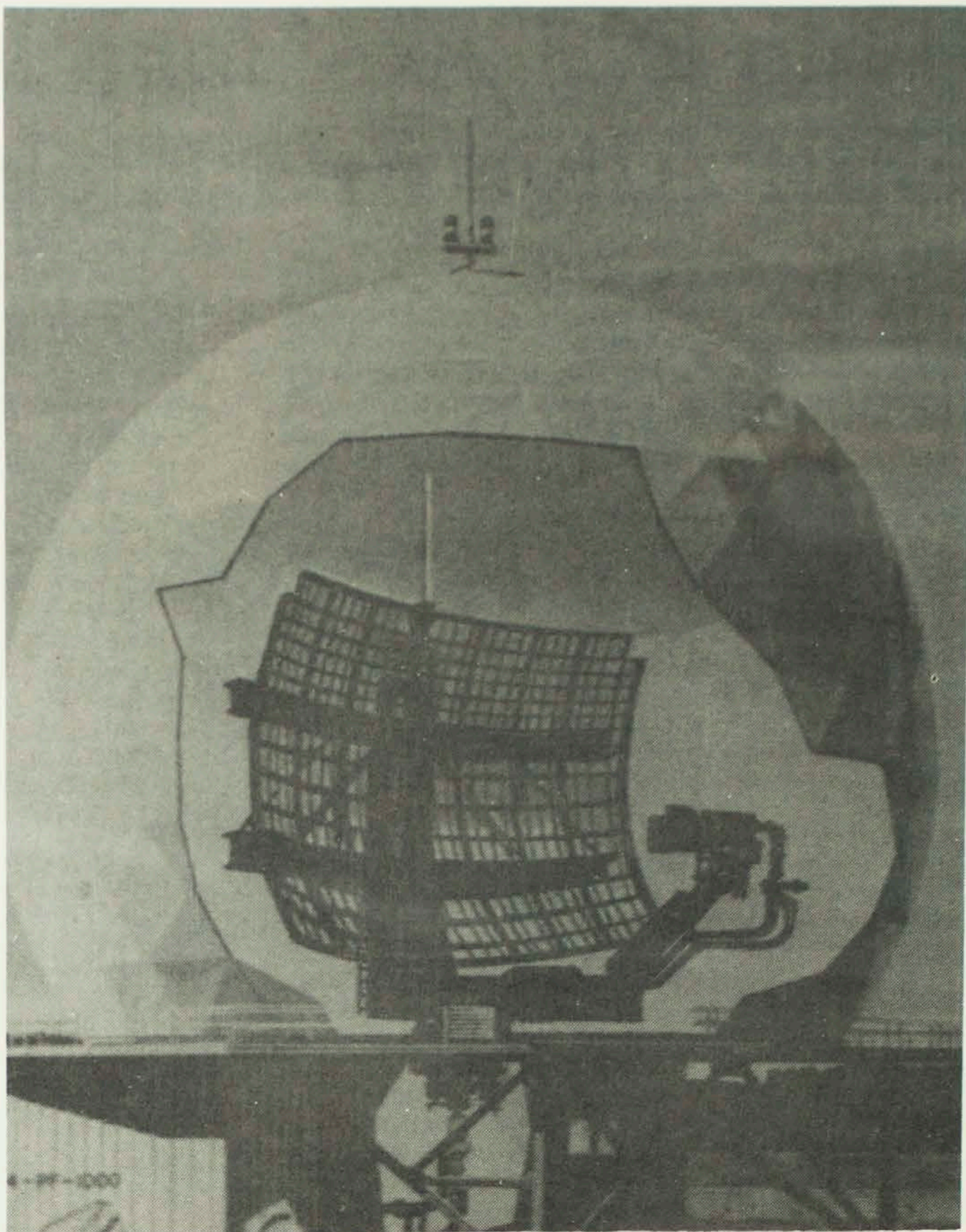
Wood called the 790th squadron, told them the story, and the base promised to send a man to investigate the matter. While Wood was waiting for the airman to arrive, he was confronted by four strange men who demanded to know where Wood got the briefcase. The four strangers turned out to be part of an "aggressor" team. Earlier the aggressors tried by various and devious means to get inside the 790th A. C. and W. base and plant fake bombs. This team was simulating sabotage work. To the squadron's credit, the aggressors were totally unsuccessful.

In the late 1960's the United States defensive system was rearranged because of the threat of nuclear war. The defensive radar system now covers only the borders of the United States. Because of this change in strategy, most of the radar bases were put out of commission or taken over by groups other than the Air Force.

On October 23, 1970, the 790th Air Base was officially sold to Northeast Missouri State University for educational purposes. The University bought almost all of the 54 acres of land, including several buildings. When purchased, NMSU had big plans for the former air base which included a traffic safety center, an outdoor laboratory, a university without walls, and a campus F.M. radio station.

The traffic safety center had the highest expectations. This center was to include 1,000 feet of four-lane divided highway with entering and exiting ramps, a steep hill, a gravel road, and a series of maneuvering exercises. Also included in the plans were traffic signals, multiple intersections, garage parking, a skid pan area, and a control tower. The traffic center was to serve the Kirksville public school system and the surrounding area for drivers' education programs. The cost to set up a program of this magnitude would have been very great. The plan would

Top photo: This illustration shows the radar that rotates inside the "golf ball". The radar is 42 feet wide and 22 feet high. (Photo courtesy of Sublette Air Base) Bottom photo: This is the computer terminal and radar screen presently in use at the base. This terminal transmits the radar information to the Air Traffic Control Centers in Kansas City and Chicago.



have called for allocations from federal, state, and local monies. Also, the University found that to receive these grants, the property had to be on public school land. Since NMSU had neither the money nor the desire to deed the land to the Kirksville R-III School District, the plan was aborted. Another idea was a campus F.M. radio station. The University would offer courses in radio programming. This plan also required too much money and this idea was eliminated.

The only major use the University has found for the facility is for storage purposes. The supplies of NMSU were stored in Kirk Auditorium on the NMSU campus. The need for more intramural sports facilities prompted the University to move the stored supplies to the old air base. Included in the purchase of land at the air base were houses to accommodate faculty and married students of NMSU. The University owns five three-bedroom and four two-bedroom houses.

The Community Action Agency was relocated at the base in August of 1977. The agency was formed to help solve community problems such as health care, housing and energy, and education. It also helps with job development, consumer protection, disabled people, the aged, and many other activities. Another branch of the C.A.A., the Head Start Program, is also located at the base.

When the air base was turned over to the University, the United States government retained rights to five buildings that now are used by the Federal Aviation Administration. Like the Air Force network of radar, the F.A.A. fills a gap in the network of radar stations across the nation. The main purpose of this radar today is to track and collect data on any aircraft in the 200-mile radius that the network covers. The information gathered is automatically sent by computer to two Air Traffic Control Centers in Kansas City and Chicago.

The base has two radar systems. The basic radar sends out a pulse of electrical energy that is reflected to the ground station when it hits an object. The F.A.A. explained to us, "The time it takes the pulse to travel to the object, and the time it takes to return, enables the radar to establish a range. This radar beam rotates in a circle and can also be used in tracking weather."

The secondary radar, also known as a beacon, works somewhat like the basic radar except for one difference: rather than sending out an energy pulse, it sends a coded message to equipment on the airplane. This message in-

By Darren Schneider Kent Snipes

structs the aircraft equipment to send a message back, giving the identity of the aircraft and its altitude. This type of radar was also used by the Air Force when the base was under Air Force control. The message sent out by the radar was changed frequently so only friendly aircraft could know the code. If any enemy aircraft flew into radar coverage the beacon would not be able to receive a message from the plane since the enemy would not be on the same frequency. This is how enemy aircraft could be detected.

Currently there are six technicians employed at the radar station to repair the computers if a breakdown occurs. The F.A.A. is installing a remote monitoring system which will enable it to watch a number of indicators from Kansas City. As explained by John Rowe, technician at the Sublette Air Base, "This system would only need a few checks maybe once a week. This could cut the amount of time needed to watch the system. The six of us work eight-hour shifts now; whereas, with this new system it would only take one or two technicians a few hours, once a week, to check the system. The equipment will transmit to the F.A.A. the information on whether the system is working correctly. In addition, a computer will monitor the radar and automatically adjust it to compensate for weather conditions. This "smart" radar is believed to be one of the most advanced systems anywhere. When completed, all similar radars in the United States will be modified to look like the Kirksville System.

Since the radar station is such an integral part in the Federal Aviation Administration's network of radar, it looks like the air base will be in use for years to come. From the 790th Aircraft Control and Warning Station to the present-day occupants, the Federal Aviation Administration, Community Action Agency, and Northeast Missouri State University, the air base has avoided being idle. Often when driving by the base it may seem desolate, but this old air base is still alive and kickin'.

The Sublette Air Base as it looks today.



OUR FEATHERED FRIENDS

Along with the Missouri quail population, pheasants, turkey, and ruffed grouse have flourished in Northeast Missouri since their introduction. Hunters in the area attribute this increase in population to brushy wooded areas and the availability of crops from surrounding farms. Those who have hunted gamebirds in Missouri owe a debt of thanks to the Missouri Department of Conservation. Without the contributions of our conservation agents, we might not be seeing flocks of turkeys, coveys of quail, colorful ringnecks, or our new friend, the captivating ruffed grouse.

Turkey hunting would not be possible today if in 1961, a wild turkey restoration program had not been started by the Conservation Department. By 1967, turkeys were so plentiful in Adair County that an open hunting season was held.

G. E. "Shag" Grossnickle, of Kirksville, worked hard to establish the wild turkey in Adair County. Mr. Grossnickle had an idea that wild turkeys could survive and maintain a suitable population in Adair County. He contacted the Conservation Department and they replied that he needed to sign up 5,000 acres of suitable habitat for turkeys. The landowners who volunteered their acreages to the establishment of turkeys had to promise to watch after the turkeys and agree to let the Conservation Department trap them if needed. Mr. Grossnickle submitted the acreage, but the Conservation Department required a commitment of 10,000 acres, not 5,000. When he signed up the needed 10,000 acres, the department raised the requirement to 15,000 acres. Finally, Mr. Grossnickle signed up a plentiful 23,000 acres with the signatures and legal descriptions of all the acreages. He then got a map of the county and colored the areas which he had signed up. Mr. Grossnickle went to the department in Jefferson City and personally showed them the information he had gathered.

The department decided to send Allen Bohn, a wildlife biologist, to Adair County to check the suitability of the land for turkeys. Once was not enough. The biologist wanted to come back a second time. After his second visit he recommended Adair County for an experimental release site. This was the beginning of the establishment of turkeys in our area of the state, and in April of 1984, every county in Northeast Missouri will have an open hunting season.

Mr. Emery Lawson was lucky enough to have hunted in the first open turkey hunting season in Adair County in 1967. He recalls that joyous day, "The first day of that year it snowed, and it was very cold. I left thinking I knew just where that old Tom was. About one-half mile south of me it started barking, so I took out after it and before I got to the end of the ridge I stopped and hid, got out my call, and just started calling. Boom! Somebody got him. Well, I just got up and left, walked to the top of the ridge and I was just standing there and another one gobbled. I didn't know what to do; he was only a ridge away. The only thing I could do was call, even though I wasn't very good at it. He quickly answered my call, and every time I called he gobbled, getting closer every time. So after a bit he came within range, but there was a bunch of darned bushes in between us, so I waited. I could see him in there but I wouldn't shoot because you can't shoot through brush and still kill a turkey. I was behind a big black oak that forked about four feet high and I had my gun pointed right through it. As soon as the old boy stepped into that opening I hit him with a No. 2 and I put 17 bee-bee's into him. I was

about the proudest guy there ever was!"

When asked if the turkey hunting in this area was getting better or worse through the years, Eric Kurzejeski, Missouri's turkey biologist, answered, "I think it is getting better as far as the number of birds available in the areas that have turkey populations. In the early phases of the restocking program, there were only certain counties in northeast Missouri in which you could hunt. If you want to go hunting, you had to find a spot in that specific area. Now, all the counties in northeast Missouri have a turkey season and the birds are well dispersed throughout the available habitat."

Today, just about every county that is suitable for turkeys has them, and all the counties that wanted a turkey program have one. Turkey hunting is known as the sport of kings, for a good reason. Very seldom can a beginner get a gobbler during the spring season, or even a hen in the fall. It takes years of experience and an abundance of skill and, most of all, a lot of patience.

One element that plagues many turkey hunters is the illegal or accidental killings of hens. Sex identification can be difficult, but there are many telltale signs. In the spring, if a turkey struts, with wings dragging, tail fanning and breasts ballooning, it's a gobbler. During the fall season, the ones in a flock that are taller, darker, and shinier usually turn out to be gobblers. A bird by itself or in dim light can be puzzling, even for a serious hunter. Once in a while a bearded hen will turn up, but in Missouri these birds are legal to shoot. It's impor-



Above: G. E. "Shag" Grossnickle displays his certificate of appreciation which he received from the Missouri Conservation Department for his efforts in establishing wild turkeys in Adair County. Right: Turkeys have keen eyesight and hearing, they never miss a 'click'. Corner photo (right): A turkey track in the snow shows a promising sight for an outdoorsman.



tant to remember that if the bird can't be seen clearly, don't shoot.

Turkey is not the only bird that has been re-introduced to our part of the state. There was an experimental release of the Korean pheasant in northeast Missouri, near Clarence. A Korean pheasant is a cross between two different types producing a pheasant better adapted to our climate. The first release failed. A total of 1,577 birds have been released a second time and, hopefully, at least 1,000 more will be available for the final release. Observations now show that the Korean pheasant adapts well to the habitat in our part of the country.

Pheasants are mainly freeloaders; they eat the waste grain and live and browse in the cornfields, free from predators. The pheasant is a keen bird; its sight and hearing are extraordinarily good compared to humans. It is also one of the fastest birds on the land and in the air.

An essential requirement in the life of a pheasant is an undisturbed nesting area consisting of rough cover with high grass. The Conservation Department recommends the following: 1) delay hay cutting until most eggs have hatched; 2) try to delay or better yet don't mow roadsides; and 3) use rest rotation grazing, letting livestock graze in one field while the alternate field grows back. Following these recommendations and by continuing support of restoration projects, the pheasant will have an excellent chance to become as abundant as they were years ago.

There seems to be an invisible barrier between Iowa and Missouri which attracts the pheasant to Iowa. It could be the enormous corn supply and the number of sloughs in Iowa, but Missouri has those same attractions, plus even better grasslands and larger food supply. In 1975, 360 ringneck pheasants were released just north of our county line, in Schuyler County. In 1976, 1,000 birds were released southwest of Memphis. The pheasants have populated nicely and are now beginning to spread throughout northern Missouri. Hopefully, we may soon rank as high as Iowa as a pheasant hunting state and maybe our children can enjoy the excellent hunting our grandfathers had years ago.

A ruffed grouse, unfamiliar to many Missourians, is about the size of a banty chicken and is native to Missouri according to Mr. Kurzejeski. The grouse, which is related to the prairie chicken, prefers dense forests to open prairie. The grouse is an extremely fast flyer and a challenging shot for even the best marksman.

Ruffed grouse once lived in great numbers in Missouri but were driven back into the forest as settlers cleared their lands. The ruffed grouse restoration programs, which began in 1945, are not introducing a bird new to Missouri, but bringing back a native bird.

Ruffed grouse once lived in great numbers in Northeast Missouri, but when the settlers arrived and began to clear the land, the ruffed grouse was forced to move to a place where they could find a flourishing timber habitat. Later, as the rural population increased and more and more land was used for grazing, the grouse began to retreat deeper into the forest.

The first restoration program began in 1945, with birds being released in Warren and Boone counties. Even though this was only an experimental release, these attempts were a total success and have resulted in suitable populations of grouse in many southern counties. The first release in Northeast Missouri was in 1981 when grouse were released around Rebel's Cove. The best year for releases was in 1982. On August 18, 62 grouse from Wisconsin and Michigan were released at the Sugar Creek State Forest. In all, there were a total of 422 different releases.

The ruffed grouse restoration programs are not introducing a bird new to Missouri but bringing back a bird native to Missouri. There are 19 counties in which the grouse population has taken hold. The Conservation Department's future goal is to have adequate grouse populations in at least 70 per-



cent of Missouri's counties. The ruffed grouse season, which has been closed for 78 years, reopened October 1, 1983, with an estimated 200 birds taken last season. If this renewed interest is sustained, and we manage these birds wisely, the ruffed grouse may become a hunter's trophy.

A trophy game bird that doesn't need much of an introduction is the quail. A native to Missouri, the bobwhite quail, referred to as the southern quail by a majority of Missourians, is well-known. They are frequently seen on an old back road sunning themselves under the warm sun. There have been no attempts to restock quail because they are plentiful and have no problems surviving in agricultural North Missouri. Most hunters agree that a good bird dog is usually needed to get the limit of quail, even more so during the latter part of the season because the quail are more wary.

Quail usually nest from four to five times a year, starting in the early spring. The wet weather of the past few springs has slightly diminished the quail hatches.

An experienced hunter, John O'Donnell, remembered hunting quail in the 1920's and 1930's when quail were much larger and more plentiful. He added, "I remember when I could go down and buy a box of shells for only 35 cents and a box of

By Chris Sieren Todd Johnson

smokeless powder for only 55 cents." All in all, quail hunting should be around until the last quail hunter puts away his dog and hangs up his gun.

G. E. "Shag" Grossnickle had this to say about the Conservation Department, "I want to emphasize my feelings towards the Conservation Department. They do things in a manner that no other commission in the country does. And I think it well that the young people should realize and appreciate this. As a result of their actions, they are going to see that you and others to follow you are going to have something to hunt and watch that we older people have enjoyed through the years. It is most important to you, and tell all your buddies, we have a great thing going for us here and ask them to abide by the rules because they are set for a purpose and they're fair. These laws which govern hunting, fishing and this sort of thing are rules set for the preservation of wildlife. We have something here in Missouri that is tops!"

If sportsmanship and wise planning prevail, wild turkeys, pheasants, ruffed grouse and quail will be around until the rivers run dry and the timbers burn down. Only time and man can hasten the end of it.



An essential requirement in the life of a pheasant is an undisturbed nesting area consisting of rough cover with high grass.

Photos of turkey, ruffed grouse, and pheasant courtesy of the Missouri Conservation Commission.



THE Manhattan

By Kelley Moots

For 42 years the Manhattan Restaurant has been a gathering place for people of all walks of life, from farmers and businessmen to such famous musicians as the Ink Spots, Little Jimmy Dickens and the "Grand Old Opry Gang," and the great Louis Armstrong.

The Manhattan was opened on March 18, 1942, by Bill and LaVena Stoukas. Mr. Stoukas was originally from Glenn Falls, New York. He came to Kirksville to attend the Kirksville College of Osteopathic Medicine. After attending KCOM for about a year, Mr. Stoukas decided to follow his second passion, the restaurant business. He married a Kirksville resident, LaVena Musick, and together they established the Manhattan Restaurant (named after Manhattan, New York) at 108 South Elson Street.

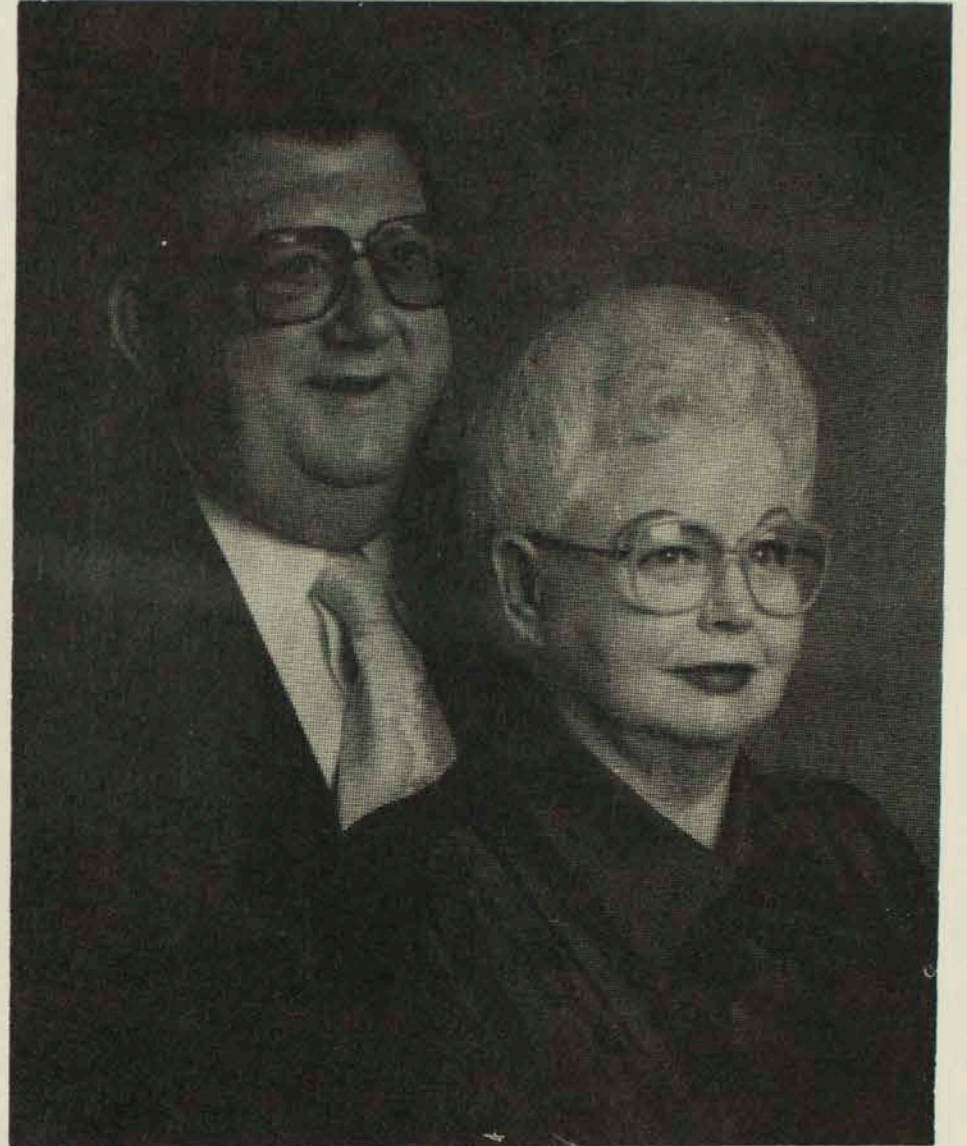
The grand opening was successful! This success was mainly attributed to the popular menu consisting of such delicacies as scrambled eggs with brains, pigs' knuckles with sauerkraut, and boiled tongue with spinach.

Because Mr. Stoukas' father was born and raised in Greece, Greek foods have always been a part of the Manhattan menu. These include such items as Athenian salad, gyro sandwiches in pita bread, and the Greek dessert, baklava. Many common foods such as Italian spaghetti and flaming steak were first introduced to the Kirksville community by the Manhattan.

In the early sixties, the Stoukas' bought a chicken broasting machine from a traveling salesman. The new innovation was promoted by an "all-you-can-eat" chicken special. The present owner Mrs. Diana Bethel, the Stoukas' daughter, remembers "all the bones under the tables when kids would come in after school and totally eat their hearts out!" Thus, broasted chicken has since been the Manhattan specialty, and students have continued to be popular customers.

At age 15, Mrs. Bethel began working in the restaurant. She can recall when "bus loads of people would come in without warning and I would be the only waitress on the floor. It was very frightening, but I gained a lot of experience." For about two years Mrs. Bethel has owned and operated the Manhattan. Her daughter, Brenda, currently works at the restaurant as a cook.

Several changes have taken place at the Manhattan since its opening. Mrs. Bethel recalls that there were juke boxes on each of the tables when she began working. These have been replaced by a single television set at the front of the dining room. A long wooden counter with soda bar has been replaced by a shorter counter and more tables which provide a more



Bill and LaVena Stoukas, original owners of the Manhattan.

formal dining atmosphere and eliminate the soda shop atmosphere. Fourteen original watercolor paintings now line the walls. These paintings were done by Mrs. Stoukas' brother, the nationally noted artist, W. E. Musick. New changes in the menu include the addition of a shrimp dinner and a taco salad.

The Manhattan Restaurant has remained in the same location. Competition doesn't seem to affect the Manhattan, even though Kirksville has grown and there are many other restaurants. The restaurant's popularity is probably because the Manhattan is a family-type restaurant and is popular with people of all descriptions. The customers have an opportunity to know the owner, providing them with an "at-home" feeling.

The food and service add greatly to this "at-home" atmosphere. All the food is made from scratch, including the old-fashioned bread, and no liquor is served. The workers strive for teamwork and friendly, efficient service. With everyone working together, the family-type atmosphere of the Manhattan Restaurant is complete.

