

SPANNING THE BIG MUDDY.

The Northern Pacific Railroad Bridge Across the Missouri River at Bismarck.

Progress of the Work of Construction and the Present Status of Operations

The Present Danger to Mandan from the Dyke Contracting the River Channel

The Bismarck Bridge.

Correspondence of the Pioneer Press

BISMARCK, June 1.—Few are the joint products of corporate necessity and engineering skill that will rival, in point of strength, durability and symmetry, the bridge across the Missouri river, between Bismarck and Mandan, now nearing completion. Since the extension of the Northern Pacific railroad west of this point, all trains have been transported across the river by means of a transfer-steamer steamer, consumes considerable time at each trip, which is the source of much expense and labor to the railroad company, and not a little unavoidable annoyance to the traveling public. All this, however, will have been a thing of the past in a few months, to the unqualified satisfaction of the company, travelers and residents of both sides of the river. The work of constructing this bridge began in the winter of 1880-1, operations being inaugurated by the building of a dyke on the Mandan side which contracts the channel from its original width of 2,900 feet to 1,200 feet. This dyke was constructed on the Eads jetties system, woven willow mattresses 200 feet wide being sunk under the weight of many carloads of boulders. The constant action of the current washed out the mud from beneath these mattresses until they rested upon the hard clay, forty feet below the bed of the stream. Ten thousand carloads of boulders have been employed in this rip-rapping, and 10,000 more will be put in, making an aggregate of 20,000 carloads of stone. This dyke is nearly up to the highwater mark, and during future rises in the river the water will flow over it, thus finding vent for a portion of that strength which experience and observation have shown to be irresistible. The bridge will consist of three spans, each 400 feet in length, and a short span of 125 feet on each end. From the west end of the bridge a trestle is to extend over the dyked portion of the channel to an embankment seventy feet in height, which is being thrown up, the dirt for the purpose being obtained at a point northeast of Mandan. A trestle will likewise be placed at the east end of the bridge, being, like that on the opposite end, fifty feet in length.

THE FIRE. are each sixty feet in width and fifteen feet in thickness, constructed of the best granite from the quarries at Sauk Rapids, Minn. They are models of impregnable masonry, extending from a point twenty-five feet above the channel to over fifty feet beneath the bed of the river, and each pier is said to represent an outlay of \$117,000. All the piers are finished but one, which will be completed by the 10th inst. The first short span on the Bismarck side is done, and a Howe truss will be employed in stringing the other spans. The iron is mostly on the ground, and all that now remains is to put it together. Of this great structure it may be said that it is being built with special reference to high winds and all varieties of weather, and when completed, which will probably be in October, will be the strongest bridge across either the Missouri or upper Mississippi rivers. It will be seventy-five feet above average water mark, a sufficient height to permit the passage of the largest steamers without peril to their upper works. Estimates touching the total cost of this work vary, but common concession places it above \$1,000,000. Not a dollar is wasted, but the entire sum is being expended in such a manner as to secure the best service, the most substantial materials and the highest degree of architectural excellence.

THE APPROACHES.

The topography of the low, level bottom, on the west side of which Mandan is built, renders the question of an approach to the bridge on that side of the river a very simple one, and not at all difficult of solution; but on the east or Bismarck side of the Missouri, the situation is different and more pregnant with obstacles, whose removal requires no small outlay of time and labor. The Bismarck side, consisting of a long bluff, is sixty-five feet higher than the opposite shore. This fact has rendered necessary a vast excavation to admit of an eastern approach to the bridge. Eighty-five thousand cubic yards of earth have been displaced, making a cut over sixty feet deep for the immediate approach. The earth thus removed is dumped toward the river, making an area of level ground for switches and other purposes. The track will approach the bridge from the south and east, winding around in such a shape as to deserve an inverted S. Along this sinuous route the trains will glide smoothly, and out upon the bridge, at an altitude of fifty feet above the piers and seventy-five feet above the water.

THE MEN IN CHARGE.

The construction of this mammoth bridge is under the direction of Chief Engineer Morison and his assistants, Messrs. Parkhurst and Crosby. The latter two gentlemen are constantly on the ground, personally supervising all the details of the work, in accordance with the designs of the chief engineer, Messrs. Morison, Parkhurst and Crosby, who have all worked with Capt. Eads, the engineer of the famous jetties of the lower Mississippi, and by reason of natural ability and long and valuable experience in their profession are particularly adapted to the successful execution of so important an undertaking as the one now in hand. As the labor is nearly all done by steam shovels and other machinery, the number of men and teams employed is comparatively small, when the magnitude of the work is considered; there being not more than 250 of the former and 100 of the latter engaged. The bridge when finished will be subjected

to a test which will severely tax its strength—searching crucible from which no element of weakness or defectiveness can escape. Thirteen of the largest locomotives will be run upon the structure and remain in the middle of each span long enough for a photograph to be taken. Should the bridge successfully pass through this ordeal—and the builders seem determined that it shall—it's sustaining power would of course involve not the slightest degree of doubt.

A POSSIBLE PERIL.

Conversation among residents of both Bismarck and Mandan develops not a little speculation touching the probable effect upon the latter town by the dyke above described, which reduces the channel of the river to less than half its natural width. It is feared with a great rise of the river like that of the spring of 1881, for example, a colossal lake formed by the accumulated volume of on-rushing waters would occur, which would speedily creep back and across the long stretch of bottom land between the river and Mandan and administer disaster due to that aspiring young town. It is an event that to any one acquainted with the location of the business part of Mandan would appear quite likely to occur, and a very unpleasant exigency that is seemingly impossible to guard against, as long as a dyke is permitted to remain at that point. Much might be added to both to fortify and antagonize the assumption; but it is evident that the question must be submitted to the arbitration of time and experience for settlement. That the disquieting apprehensions at present nourished by the dwellers along the Big Muddy may not be realized is to be earnestly desired by all.

NOT A BEVERAGE.

"They are not a beverage, but a medicine, with curative properties of the highest degree, containing no poor whisky or poisonous drugs. They do not tear down an already debilitated system, but build it up. One bottle contains more hops, that is, more real hop strength, than a barrel of ordinary beer. Every druggist in Rochester sells them, and the physicians prescribe them."—[Evening Express on Hop Bitters.]

PECULIAR CASE OF BLUES.

If a Girl Gets Marked for Life Can She Make You Marry Her?

New York Mercury.

A pale young man entered a lawyer's office and closed the door with his back, like a Vermonter, and said he wanted a little advice. The lawyer told him he had struck the right place, and asked him to proceed.

"Well, what I want to know is, if a man marks me for life can I collect damages in such cases."

"Then," said the young man, "if a girl goes out riding with me to a picnic, and she gets marked for life, can she collect damages from me?"

The lawyer scratched his head a moment, looked wistfully, then thought a moment again with his forefinger on his forehead, looked into a volume of patent-office reports, and finally expressed the opinion to the young man that in the latter case there was no possible show of the girl's collecting damages from him. The young man threw down \$10 as a retainer, and said that the lawyer could consider himself engaged for the season, to prosecute one case and defend the other. The lawyer put the money in his vest-pocket, mechanically, as though it was a mere matter of form, and told the young man to state his case. Taking off his hat and wiping the perspiration off his forehead, he proceeded:

"Well, I want you to commence against a livery stable keeper for \$10,000 damages. You see, last summer I hired a team and a top buggy to take a girl out to Oconomowoc to the yacht races, and we were going to take dinner at the hotel. On the way out there the almighty thunder-storm you ever saw came up. It drenched us from head to foot. There wasn't dry rag on me, and the girl said if there was. But it finally cleared off, and we drove into Oconomowoc and around by the bank of the lake, and got out in the woods. We had on white clothes. I had on a pair of white Mae-selle pants, and the girl had on a white muslin dress. Well, sir, do you know when we got out the whole back of us, from the knee clear to the small of the back, was as blue as indigo. The buggy cushion was blue, and when it got wet the blue just fairly ran off, and it was the bluest you ever saw. Well, I thought that girl would die. When she stood off with her back toward me I could think of nothing but an Italian sunset on the Lake of Chromo. She was the bluest girl, true blue, and no mistake. And my pants! When I went away from her to get a better view of the yacht race I swear a little I must have looked to her like some old blind ruin in a theater. Well, we didn't dare to go to the hotel for dinner, and were afraid to stop at McDowell's, where the Light Horse squadron was in camp, where I knew all the boys, and we didn't get anything to eat except a glass of beer and a piece of dog sausage at Pewaukee, which I had a Prussian bring out the buggy. The girl got mad because I laughed at her having the blues, and she wouldn't speak to me at all on the way home. We came into town after dark, and I thought the affair would blow over; but blast me if the blue color didn't set on my skin, and nothing will take it off. I have tried everything, but it is just as blue to day as it was the night I got home from Oconomowoc. From my knees to the small of my back I am deeply, darkly, beautifully blue, and probably shall be during my natural life, and I want the livery man dead. If I wanted to travel with the circus as a tattooed man, I wouldn't mind it so much, but I don't. I never knew before that blue was a fast color."

"Well, this is only half the trouble. About a week after we got back, the girl's father came to me with a gun, and asked me what kind of a colored person I was. It seems the blue was just as set in my way in his family as it was in mine. I explained it to him the best way I could, but he said there was only one reparation a man of honor could make in such cases. I told him I was trying all the different articles in the drug stores, one after another, to remove the bluing, and as

ANTI-MONOPOLY LEAGUE. Blank membership roles for the anti-monopoly league, containing statement of principle, methods of procedure and instructions how to organize, will be sent on application to G. H. Gale, Harvey, Neb. Enclose stamp.



Burdock BLOOD BITTERS

Mrs. J. G. Robertson, Pittsburgh, Pa., writes: "I was suffering from general debility, want of appetite, constipation, etc., so that I felt bad; after using Burdock Blood Bitters I felt better than for years. I cannot praise your Bitters too much."

R. Gibbs, of Buffalo, N. Y., writes: "Your Burdock Blood Bitters, in chronic diseases of the liver, kidneys, heart, lungs, etc., have been used with success. I have used them myself with best results, for torpidity of the liver, and in case of a friend of mine suffering from dropsy, the effect was marvelous."

Brice Turner, Rochester, N. Y., writes: "I have been suffering from gout, rheumatism of the kidneys, heart, lungs, etc., and unable to attend to business. Burdock Blood Bitters relieved me before half a bottle was used. I feel confident that they will entirely cure me."

Aseneth Hall, Birmingham, N. Y., writes: "I suffered with a dull pain through my left lung and shoulder. Lost my spirits, appetite and color, and could not comfortably keep up all day. Took Burdock Blood Bitters as directed, and have felt no pain since first week after taking them."

Mr. Noah Baker, Elmira, N. Y., writes: "About four years ago I had an attack of bilious fever, and never fully recovered. My digestive organs were prostrated, and could not be completely restored for days. After six months' use of your Burdock Blood Bitters the improvement was so visible that I was astonished. I can now, though 61 years of age, do a fair and reasonable day's work."

C. Blackett Robinson, proprietor of The Canada Presbytery, Toronto, Ontario, writes: "For years I suffered greatly from off-occurring headaches, I used Burdock Blood Bitters with happiest results, and I now move in better health than for years past."

Mrs. Wallace, Buffalo, N. Y., writes: "I have used Burdock Blood Bitters for nervous and bilious complaints, and found them excellent in all diseases. I have suffered from off-occurring headaches, dizziness, etc., and have found them to be of great service."

Mrs. Ira Mullolland, Albany, N. Y., writes: "For several years I suffered from off-occurring bilious headaches, dyspepsia, and complaints peculiar to my sex. Since using your Burdock Blood Bitters I am entirely relieved."

Price, \$1.00 per Bottle; Trial Bottles 10 Cts. FOSTER, MILBURN, & CO., Props. BUFFALO, N. Y.

Sold at wholesale by Iah & McMahon and C. F. Goodman.

Gold 27 ccd-one

If you are a man of leisure, or employ the strain of your occupation in sedentary work, to recruit your brain and nervous system, and to stimulate your mental powers, you will find in our GRAY'S SPECIFIC MEDICINE, TRADE MARK, THE GREAT TRADE MARK ENGLISH REMEDY, an unrivaled Specific Remedy for Seminal Weakness, Impotency, and all Diseases that follow a sequence of the following:

BEFORE TAKING IT.

AFTER TAKING IT.

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