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The Bismarck Tribune.

Historical Society

VOL. VIII. BISMARCK D. T., FRIDAY, FEBRUARY 4, 1881. NO 37

NEWS-NOTES.

—The heaviest storm of the season raged in Minnesota Monday.

—The Sprague divorce case is set for trial at Kingstown on the 21st.

—Frank Viet's store and residence at Grand Forks, burned last week.

—There is a quarter of a million dollars in the ex-presidential fund.

—The military headquarters at Prescott, Arizona, were recently burned.

—The Merchants National Bank of Minneapolis has gone into liquidation.

—During the past week the losses by fire in the United States aggregate $653,000.

—Gen. Hancock will take part in the reception of Gen. Garfield on inauguration day.

—One per cent of the population of Norway came to the United last year as immigrants.

—Harwooding is the new name for schemes that head up to half a million dollar failures.

—Ex Comptroller White, of Milwaukee is found to have carried on a crooked business while in office.

—For the murder of Josie Smith, July 28th, Frank McGrath was hanged last week at Georgetown, S. C.

—Dr. W. F. Hanbaugh, of Piqua, Ohio, shot and killed his wife, and then killed himself in a drunken spree last week.

—A bill has been introduced in the Illinois legislature providing for the public whipping of persons who beat their wives.

—Lieut.-Col. Chas. H. Tompkins recently promoted to colonel, will probably be transferred from St. Paul to Chicago.

—Nebraska's legislature is composed of young men. Only eleven members are over fifty years old and forty are less than thirty-five.

—Bill Paxton, who is a member of the Nebraska legislature, had his pocket picked, losing $1200, during the senatorial contest in that state.

—The independent party in the senate is more than likely to vote with the republicans. If they should it would give the republicans the organization.

—Col. Potter, of the United States geological survey, who has been missing for some time, was murdered and robbed by Mexican marauders, while on duty in the field.

—As telegraphed from Bismarck to eastern papers, one year ago, it now appears that W. H. Vanderbilt payed the entire expense of bringing Cleopatra's Needle to this country.

—Senator Wallace has introduced a bill providing for the election of president and vice-president by a direct vote. If an honest vote could be had in the south that would be a good scheme.

—The New York *Times* fund to be invested for the benefit of expresidents now amounts to $225,000. John A. Mackey, W. H. Vanderbilt, Jay Gould and ex Gov. Morgan, each subscribed $25,000.

—A recent wager in the Black Hills developes the fact that the Bank of Montreal has a capital of $12,000,000 and a reserve of $5,000,000, more than double the capital of any bank in the United States.

—W. D. Washburne refused to sell out Minneapolis to the Northwestern people though he could have made $800,000 by agreeing to the sale. The Northwestern seemed determined to have one line leading south that would not be affected by snow blockades.

—A Hannibal, Mo., family named Johnson, composed of fifteen members, made an application to the city for relief, last week. The eldest is 95 years, and the youngest one year. There are twins and triplets in the family. The aggregate ages of the Johnson family foots up 247 years. They all live in one small house.

—A Fort Steele telegram says Capt. Joseph Lawson, 3d Cavalry, died on the 30th ult of paralysis. Capt. Lawson served through the rebellion and on the frontier, being one of the bravest and best officers in the service. He was a real hero at Milk River when Thornburgh was killed by the Utes in September, 1879. His company held the Utes in check with great loss while breastworks were being built. The Wyoming legislature specially thanked Capt. Lawson for meritorious services on that occasion.

He Made It Next.

(Press and Dakotian.)

The following incident related this morning by a member from the Black Hills, as having occured at Yankton church yesterday, may be true, but lacks confirmation. "But I pass," said the minister in dismissing one theme of the subject to take up another. "Then I make it spades!" yelled a member of the committee on charitable and penal institutions from northern Dakota, who was dreamily engaged in an imaginary game of euchre. He went out on the next deal, assisted by a bald headed deacon with a full hand of clubs.

Simply a Scare.

Wednesday's passenger train east was scarcely out of the yards, when a broken rail threw the last coach from the track, over on its side. There were ten passengers, among them lawyers Carland and Flannery, but no one was hurt. The train halted only long enough to take on the passengers of the unlucky coach, and passed on as though nothing had happened. These kind of accidents are worthy of imitation by other roads.

TELEGRAPH TO TRIBUNE

NEWS GOBBLED FROM THE ENDS OF THE EARTH.

The Dakota Legislature---Smith on His Way Home---Morton is Itself Again---Doings at the National Capitol.

(Special Despatch to The Tribune.)

DAKOTA LEGISLATURE.

YANKTON, Feb. 3—Wallace took his seat in the council to day, and Smith returned to his constituency. This leaves but three democrats in the council and two in the house. The bill authorizing Barnes county to issue bonds for public improvement was introduced in the house. Bills were also introduced providing for the collection of taxes by township collectors; amending the code giving lein to manufactures of machiney for purchase money. The house passed the council bill permitting the funding of the debt of Bonhomme county; also authorizing insurance companies to hold real estate. The house committee is considering now the proposition to make the county of Ordway out of parts of Cass and Barnes counties.

MORTON COUNTY RESTORED.

YANKTON, Feb 3.—Morton county has been restored in all her purity. The lines have been set back as they were before the extension of Burleigh, and Mandan made the county seat.

LIBERAL OFFER.

ST. PAUL, Feb. 4.—Selah Chamberlain, principal holder of the Minnesota bonds, appeared before the legislative committee yesterday, and offered a proposition that he would place his bonds at face value, three million dollars, in the hands of the state auditor pending a decision of their validity by the supreme court. In event they were declared valid he would take one-half the amount of value placed on them by the court in the shape of new six per cent. bonds, but if declared invalid he would consent to the cancellation and destruction of the whole batch.

TELEGRAPH MONOPOLY.

NEW YORK, Feb. 4.—A meeting of the stockholders of the Western Union, American Union and the Atlantic and Pacific telegraph companies was effected yesterday, and the lines and the properties of the latter companies were turned over to the Western Union. It is understood that Jay Gould, Gen. Eckert, Russell Sage, and other American Union men were elected directors of the Western Union Company. A meeting of the stockholders took place immediately after Judge Barrett's decision denying Rufus Hatch an injunction.

SENATE.

WASHINGTON, Feb. 4.—The Morgan resolution again sprang in the senate yesterday after the agreement of the day before. All day was consumed in dilatory motions and finally the senate adjourned, without action.

HOUSE.

The house discussed the apportionment bill all day.

SEVERE STORMS

CHICAGO, Feb. 4.—Wednesday and Thursday's storm was the severest of the winter in the east. There is considerable damage done on Long Island Sound and along the Atlantic coast. Rains and floods in California and along the so-called Pacific coast continues. An unprecedented amont of damage has been done.

INDIGNANT IRELAND.

LONDON, Feb. 3.—Michael Darrett was arrested in Ireland for violating his ticket of leave. The arrest caused great indignation.

FOREIGN FLASHES.

LONDON, Feb. 3.—The contest in parliament over Gladstone's coercion bill terminated yesterday so far as obstructing the action of the Irish members is concerned by them being named individually and forcibly ejected from the house.

Nearly 18,000,000 Pounds.

There was shipped by the Bismarck quartermaster from Bismarck nearly 18,000,000 pounds of government freight, last season. Major Kirk and his able clerk, Mr. Spahr, have acquitted themselves finely, and cleared the warehouses as they were never cleared before in the history of this office. The Benton and Peck line of steamers, which had the river contract for carrying government goods, cleared up everything, and throughout the whole season were prompt and efficient.

Come to the Front.

Mr. Bly recently sold his house, store and ten lots in Brainerd for $8,500. Bly will put this $8,500 and $1,500 more into water works at Bismarck if four other responsible parties will put in a like sum each, or will put in $5,000 with nine others who will put up like sums.

Brainerd's Room.

Mr. Sargent has contracted with Wm. Schwarz, Brainerd, for 3,000,000 brick to be used in enlarging the Brainerd shops, from which it would appear that Brainerd will remain the principal manufacturing point for the eastern portion of the North Pacific line.

BISMARCK To DEADWOOD.

The Line Prospected Thoroughly by a Capable Engineer.

The prospecting party composed of Mr. J. McWilliams, engineer, S. M. Child and Tom Jones, which left Bismarck for the Hills January 15th, returned Wednesday. Mr. McWilliams is a first-class engineer, for several years past connected with the Northwestern road. He was sent out by a company of New York capitalists to prospect the route between Bismarck and the Black Hills. Mr. Jones was secured in this city as a guide to go with him, and having a very fine team, the party made quick time. An odometre was attached to the wheel of the wagon, and between Bismarck and the Hills nearly 390 observations of altitude, distances, etc., were made. When a valley was reached, the distance across was taken and the height and length of grade estimated. Mr. McWilliams finds that with one or two exceptions not a greater grade than fifty feet to the mile is necessary. As a practical engineer, his views of the country are of some note. He was surprised to see such a uniform, and, to all appearances, fertile country. Broad valleys, containing thousands of acres, were lined with up lands equally fertile and extensive. He is satisfied that a road would be self-sustaining by the settlements that would follow its building, to say nothing of the cities sure to grow up and the great mining interests now being developed in the Hills. There is nothing bogus about the company he represents. They have plenty of money, and are anxious to invest it. If, upon examination of Mr. McWilliams' profile, which he will make from notes taken, it appears to be a practicable scheme, the road will be pushed through next summer. It will be an excellent feeder to the North Pacific and open up a beautiful country, not excelled by either the the Red River Valley or the Missouri River slope.

The probability is that the road will be built to the foot hills, where, doubtless a large city will spring up. Deadwood can only be approached in one direction that by Whitewood gulch, owned by Mr Baldwin. The expense of building a road from the foot-hills to Deadwood would be more than the building of the balance of the road. Lead city is one mile and 400 feet, or 6,680 feet above the level of the sea. The bluff overlooking Deadwood is 2,300 feet above Fort Meade. The grade of a road in such places would be enormous, and hardly practicable, when such a beautiful location for a city can be found in the foot-hills which can be reached by means of smaller roads from the mines above. Very little has yet been said about this company which now propose to build a road from Bismarck to the Black Hills, and very little can be learned from Mr. McWilliams. He came to Bismarck to look the country over, hired his assistants, paid them and went back to New York yesterday. The transaction has had a show of business throughout, and satisfactory results are looked for.

CHEAPER THAN PASSES.

Railroad Fares Reduced to an Astonishing Low Figure.

There has been a prolonged war between the railroads leading east from Kansas City and St. Louis for some weeks, and, as a result, railroad fares have been reduced to a very low figure. Between St. Louis and Chicago $1 fare only is charged, including, on the Chicago, Burlington & Quincy, a reclining chair in the most elegant coaches made. Between Kansas City and Chicago the regular fare of $14.50 has been cut to $4.00 which makes railroading cheaper than living at a hotel, particularly if one indulges occasionally in billiards. These terms are cheaper than passes and though the editor of THE TRIBUNE met several editors on a recent trip to Kansas City, none had check enough to display a chalked hat.

The lines of the Chicago, Burlington & Quincy road are elegantly equipped and are managed like clock work, and the employees, like those of the Erie, are remarkable for their painstaking ways and their pleasing manners. The Minneapolis and St. Louis road connects with the C. B. & Q. and persons going south from St. Paul should not fail to take this route. Among the advantages may be noted a direct line, steel rails, the best rolling stock manufactured, freedom from delays, and employees who endeavor to make passengers feel at ease under all circumstances. None familiar with the C. B. & Q. think of taking any other line west from Chicago.

Chess Organization and Challenge.

The chess players of Bismarck met last evening at the residence of F. J. Call and perfected an organization as follows: Name, Bismarck Chess Club. Officers, A. T. Bigelow, president; F. J. Call, secretary; C. S. Weaver, treasurer; H. W. Parkhurst, Thomas Van Etten and C. A. Lounsberry, together with the president and secretary, executive committee. A resolution was passed, challenging any club, city or individual in the territory for a game either by postal card or at the rooms of the club in Bismarck. The address of the secretary is Bismarck, D. T. The next meeting of the club will be on Thursday evening at the residence of C. S. Weaver. This is probably the first club ever organized in Dakota.

Company "L" Dance.

The ball given last evening by company "L," 7th cavalry, was the best of the season at this post. Several sleigh loads of girls were taken from the various hotels in Bismarck, and the verdict of the girls to-day is, "We're sleepy, but had an excellent time." These soldier balls are gotten up regardless of expense, and the preparations, the general style, and the management equal, if not excel, any given in Bismarck by civilians. Everything is order and military discipline. The suppers are excellent and the music unexcelled. Bismarckers are just beginning to realize the desirability of attending these balls, when invited.

SNOW BLOCKADES.

They Have Occurred on All Roads Except the North Pacific.

Supt. Egan informed us last Tusday that in event of the railroad cuts again filling with snow it would cost the company $10,000 to clear them. At this writing, (Thursday evening) the snow is drifting badly, and the trains on the western end of the line have not been able to move during the day. The railroad company seem to be struggling against fate.—*Iowa Exchange.*

The North Pacific has been perfectly free from blockade during the entire winter. But two delays, to speak of, have occurred, and they resulted from unavoidable accident and then but a few hours. While this is true of the North Pacific almost every other line in the country from Maine to California, and from Winnepeg to the Gulf of Mexico, has suffered from the prevailing storms. The trouble on the North Pacific last winter resulted from ice—not from snow—and THE TRIBUNE then urged that the difficulty could be remedied by raising the track at a few points which has been done. Last week trains were delayed twenty-four hours on the Kansas Pacific by snow. Each through train was provided with three engines and a snow-plow. The St. Paul & and Omaha line of the Chicago & Northwestern road, have been blockaded a week at a time and several times during the winter, and passengers going south by that line have been compelled to turn back and take the Minneapolis & St. Louis line or go via Chicago. The Northwestern line to Fort Pierre has also been blockaded during most of the winter. Several blockades have occurred on the Winnepeg line, north of Glyndon, and a few hour blockades have occurred on most of the roads in Iowa, Illinois, Wisconsin and Minnesota, and in New York, Pennsylvania and New Jersey the roads have been buried under three feet of snow; but the North Pacific has been clear all this time, and, barring half a dozen days, the weather has been exceedingly mild, and the winter has been an unusually pleasant one. While there has not been much snow—about eight inches—the sleighing has been good. The storm on Tuesday of this week did not reach this locality and over an hour lost time east of St. Paul was made up between Bismarck and Fargo by the North Pacific trains.

IMPORTANT TO FARMERS.

Who Will Hail With Delight Fargo's Insurance Company.

[Daily Argus.]

Some capitalists and business men of that wonderful metropolis of Fargo have organized a Hail Insurance Company to do an indemnity business for the season of 1881.

Its directors are among the most active, energetic, wealthy and influential business men of the New Northwest, and an experienced manager has been secured. The company fills a desideratum for Dakota. Thousands desirous of insuring their crops last year could not obtain policies as no company was doing business in the territory. County agents are wanted to every county in Dakota. Full details and instructions will be given on application to the company at Fargo. There is no public enterprise so beneficial to our people as that inaugurated by the Fargo Insurance Company, as to idemnify the farmer against destruction of crop by hail, the minimum risk has been attained.

The True Spirit.

A lady travelling in the west last summer, who for some reason did not see the bright side of society, while on her long rail and steamboat ride, inviting a friend to call at her New York house says: I have not the hauteur of the far western lady. I like to make people happy and comfortable, and to give pleasure in every good and honorable way, working for the best interest of all in a social as well as public way. This is not cant in the limited sphere of our fireside, but is the outcome of a large acquaintence with the need and suffering of humanity at large. Face to face with death or desolation, many a mask falls off that was thought to be genuine flesh.

Still Blockaded.

The Minnesota and Iowa lines of the Northwestern road are again blockaded by snow. The first mail from Cary since Christmas, arrived Wednesday, and forty pouches of Deadwood mail accumulated on the Fort Pierre line. While this is true, there has been no blockade on the North Pacific, and none to speak of on the lines of the Milwaukee & St. Paul. Quartermaster's clerk, Crosby, was six days reaching St. Paul from Sioux City by the Northwestern line. Comer went down that way, but returned from St. James after two days blockade, and went South via the Minneapolis & St. Louis line.

Branch Out.

The Burlington, Iowa, postoffice is heated by steam, together with entire blocks from a central station. Bismarck ought to have a similar plan in view. All of Main street could be heated in that manner at less than one-fourth the present cost for fuel. When Bismarck is supplied with water works and steam the rigors of winter will be subdued and the dust nuisance of autumn and the danger from fires will be overcome. Ponder these things in your hearts, you who want to see a city built up at this point, and when the opportunity comes to encourage capital by a liberal charter seek to give it.

Immortality.

Discourses will be delivered at the Methodist church next Sunday morning and evening, on "The Immortality of the Soul." Services begin at 11 a. m., and 7:30 p. m. All are cordially invited.

WATER, WATER, WATER!

WATER, WATER, WATER, WATER, WATER, WATER.

Water, Water, Water, Water, Water Water, Water, Water, Water, Water, Water, Water, Water Works Wanted.

WATER, WATER, WATER.

The subject of water works must be agitated and THE TRIBUNE, regardless of the small amount it uses, will not let up until Bismarck has a thorough, complete system of water works. The city needs water for the protection of city property; the citizens want water because it is less injurious than the essence of corn, rye or barley; the shade trees want water because without water they will die; cattle and horses want water because they have become addicted to the habit and cannot abstain. In fact, every body and everything wants more or less water. There is plenty in the river, but it will never run into pipes through Main street unless the people force it; and there is plenty of water in the ground ready to come to the surface if the people will only help it by giving it a chance through an artesian well. There will be no trouble, whatever, in obtaining water if the people properly encourage the matter.

WHAT IT WILL COST.

It has been estimated upon a careful canvass that about $1,000 per month is now being paid for an inadequate supply of water. With a complete water system, every business and every kitchen can be supplied with water at less than half what is now being paid. Besides this item there is the convenience of having what water is wanted at any time; the bottom of the barrel is never reached; it won't be necessary for men, women and children to rush out upon the streets, as if mad, hailing water carts; a pure, fresh supply of water is always at hand and a neighbor's well or cistern, filled with old hats, rats, dead dogs, etc., does not have to be resorted to. There is no argument in favor of waiting longer for water works. The city cannot afford to pass another year without this improvement. Teamsters whose time is worth twenty-five cents an hour, are now obliged to spend several hours each day in watering their stock, to say nothing of the inconvenience of milkmen. Instead of residences being surrounded by thrifty shade trees and beautiful lawns, they are obliged, through lack of water, to look desolate and lonesome. In the summer season high winds whirl acres of dirt into the dry goods and grocery stores, whereas the streets should be sprinkled and the dirt turned into fertile garden spots. There are hundreds of benefits to be derived from water works that only those who have lived in cities having them, can realize.

HOW TO GET WATER WORKS.

There are three feasible modes of furnishing the city with water, viz: the Holly system, or direct pressure; the reservoir and artesian well. Fargo has the Holly system, which is expensive but highly satisfactory. The city takes for its own use thirty hydrants at $100 per year each, which is a very good scheme. Minneapolis owns its system of water works. Des Moines, Iowa, pays $22,900 per year for 14½ miles of mains, ten hydrants to the mile; Jackson, Mich., pays $85 per annum per hydrant; Memphis, Tenn., pays $118 per hydrant; New Albany, Ind., pays for the first 100 hydrants $100 each; for the second $75 each; for over that $50 each; Oswego, New York, pays $20,000 per annum for 100 hydrants on seven miles of pipe, and seven per cent. on the cost of all extensions. Charleston, S. C., pays $100 for each hydrant.

At the last meeting of the city council a committee was appointed, composed of Messrs. Carland, Haloran and Meserve, to correspond, officially, with water works companies. THE TRIBUNE would suggest that this committee make an offer something like the following: The city of Bismarck will give to a responsible company the exclusive right for twenty years to furnish the city and private individuals with water, the price of said water to private individuals to be regulated by the council upon the basis adopted by St. Paul, Fargo and other cities; the city further agrees to take for its own use for fire protection, etc., fifteen or twenty hydrants at $100 each per year, and for any number over that number, $75 each; the city also agrees to buy said works at the end of twenty years at a figure not exceeding the original cost of the works.

THE RESULT

of such an offer would certainly bring propositions, and if, as in Fargo, a responsible home company can be organized to take the matter in hand, so much the better; if not, let any foreign company have the privilege. There is no need of bonding the city. Plenty of money is awaiting investment, and a privilege of this kind in a city with the future that Bismarck has, will bring an interest in twenty years that would make the original investment seem insignificant indeed. Now is the time to act. By the time spring makes its appearance, everything should be ready for work, that the people may know next summer the benefits to be derived from a plentiful supply of good pure water.

Don't You Forget It.

Plant trees when the spring time comes, in order that the city may improve in appearance as well as business. Do not forget that Bismarck is to become the metropolis of this region, and do not neglect to contribute your mite towards making the city as pleasant as you can't wish it to become.

PURELY PERSONAL.

Rev. Miller is still in Michigan.

W. F. Steele left for Milwaukee Monday.

Mrs. John A. McLean arrived from St. Paul Wednesday night.

W. H. W. Comer arrived from Fort Hayes, Kansas, Wednesday night.

John Carland went to Fargo Wednesday morning; ditto Lawyer Flannery.

Gen. Dodge, chief engineer of the Yellowstone division, went east Tuesday morning.

Mrs. E. F. Dotan and Mrs. F. M. French, of Mandan, visited friends in the metropolis, yesterday.

W. S. Kenny went down to visit his friend, Oliver Whittaker, at Valley City Saturday, returning Monday.

W. B. Wheeler, the gentlemanly and universally popular railroad traveling agent, spent Sunday in the city.

L. M. Drummond, traveling passenger agent of the Pennsylvania Central railroad, was in the city this week.

Saturday's train brought Justus Brage, who has been down in Minnesota purchasing cattle for his contracts.

Dr. Rogers, the wholesale liquor man at the old stand of W. B. Watson, returned from Minneapolis, Monday.

Dr. D'Unger's Chinconia cure for alcoholism has already netted him $30,000. His receipts are about $300 a week.

Lieut. E. P. Brewer, 7th Cavalry, came up from Fort Yates, Sunday, accompanied by D. F. Carlin, son of Gen. Carlin.

J. M. Carnahan returned from St. Paul Saturday. He had so much fun in that city that he was unable to get further east.

C. A. Galloway, chairman of the board of county commissioners, returned Wednesday, from his trip with prisoners to Detroit.

P. J. Pauly was married, last week, to Miss Sarah Crissey, at Marshall, Mich. That comes of building jails in strange lands and going to husking bees and surprise parties in autumn.

Col. Donan is still in Chicago preparing for his trip to Mexico, to be made in early spring. The colonel is as agreeable as ever, and wishes to be remembered kindly to his Dakota friends.

A letter from the enterprising firm of Matheis, Good & Schurmeir, St. Paul, says that Mr. Matheis will be in Bismarck in a few days with the most complete line of samples of clothing yet displayed.

Capt. J. C. Barr and John Power, of the firm of T. C. Power & Bros., Fort Benton, left that city for the states last week. The two Johns have made fun in Benton this winter, and now propose to make in the states. John's fast horse, which he left in this city to be trained for next summer's use, is still below the limit.

Bridge Items.

The sub contract for the stone work on the bridge has been let to the firm of Saulpaugh Bros., of Rock Island, Ill. It will be remembered that Mr. T. Saulpaugh was in the city two weeks ago looking the ground over and as a result he was the successful bidder. This firm has built the piers of some of the largest and finest bridges in the country, among them the Rock Island, Dubuque, Glasgow and Plattsmouth over the Missouri, the Cincinnati bridge, over the Ohio, and the Louisiana bridge over the Mississippi. Material will begin to arrive immediately and work will begin as soon as the river opens.

The massive net work of huge logs are being pinned, riveted and bound together on the dyke, and car loads of huge boulders are being piled upon them. Underneath is the woven willow baskets 250 feet wide and it seems as though the whole business ought to form a formidable barrier against the recklessness of a lot of dirty-faced chunks of ice in the spring.

It is the opinion of those who have studied the motive of the Missouri river even unto its end, that the railroad and steamboat companies will either be obliged to move the river warehouses in the spring, or else allow the river to use tooth-picks of them.

The excavation at the river for the purpose of finding out the quality of earth to be encountered before striking bed rock, caved in this week, owing to improper curbing. Another one has been started and experience excavators engaged.

Mr. Parkhurst, resident engineer of the bridge, is an expert chess player, which fact has been clearly demonstrated to several Bismarckers. It is said also that he worried Capt. Eades at this game, while at the Jetties.

The roof is on the bridge engineer's new building at the landing, and the interior is being arranged as fast as six carpenters can comfortably earn their money.

Tom Jones, who has just returned from Deadwood, has a large contract for furnishing stone, which is now being quarried west of Mandan.

When finished the bridge will present an appearance equally as grand as the great bridge at St. Louis, over which the city boasts so much.

Seventy feet above the water will allow any steamboat on the river to pass under the bridge without nodding her head.

The bridge, when completed, can be plainly seen from Bismarck on account of the elevation.

At least 500 men will be engaged on the structure next spring.

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